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THEY POLISHED THE ROYAL PAKISTAN AIR FORCE



ALEKSANDER GŁOGOWSKI

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Translated by Artur Zwolski



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INTRODUCTION TO THE ENGLISH EDITION

In 2011, when I presented the first edition of the book "Polskie Orły nad Himalajami" ["The Polish Eagles above the Himalaya"] to the readers, I was contacted by the representatives of the families of the protagonists of the book as well as by a number of people from Pakistan. They asked me whether or not the book was available in an English version. I had the intention of having the book translated for a long time until such a possibility arose. Therefore I present to the reader the second, extended version of the publication about the history of Polish airmen who helped to form the Royal Pakistan Air-force.

On the one hand, the history of the Polish officers and aviation technicians after the end of the Second World War is a relatively typical example of the history of people who could not or who did not want to return to their Fatherland due to political reasons. On the other hand, this history is unique, for only a few of the hundreds of thousands of Polish military men who decided to stay abroad managed to continue to exercise their military profession. Many others, including the notable ones such as the commander of the 1st Armoured Division, General Stanisław Maczek, were forced to perform manual labour until the end of their lives. Many of those who returned to the country which was ruled by communists were locked up in prisons or even placed on death row on suspicion of treason and espionage. This was so because the authorities that were installed in Warsaw perceived everyone who served in the Allied forces in the West as a potential threat in the case of a possible armed conflict. There were also concerns about the influence that the war heroes

could exert upon the young generation of Poles who challenged the authorities which were imposed by the Yalta Conference.

The defeat in the Defensive War in September 1939 did not mark the end of the struggle of the Polish people for independence. First in France and then in Great Britain the Polish Armed Forces were re-established. The latter actively participated in the war effort of the Allies. The Polish Air Force was an important component. At the height of their glory they consisted of fifteen squadrons: eight fighter squadrons, four bomber squadrons, one fighter-reconnaissance squadron, one artillery aircraft squadron and one cooperation squadron. There were also training centres. Polish airmen also served in British squadrons. Of all the squadrons the No. 303 Fighter Squadron distinguished itself with the highest number of German planes that were shot down. Bomber squadrons participated in the Allied air raids against the strategic targets in Germany and supported the resistance movement in Poland and other countries by providing supplies and personnel. Polish pilots also supplied Great Britain with planes produced in the USA. Therefore the personnel of the Polish Air Force were familiar with the equipment and the British regulations. They were also relatively well-versed in English. This was undoubtedly an asset... but not for the communist authorities which were imposed in Poland as a consequence of the Second World War. These experienced people posed a threat to these authorities... However, these people constituted a considerable asset of the human resources of the Pakistani air force which was being established. Among those who decided to sign contracts in Pakistan there were officers and soldiers with considerable experience in combat (veterans of the Battle of Britain, participants of air raids in Germany, cavaliers of Poland's highest military decoration – Virtuti Militari – and of British and Allied decorations). There were also young graduates of aviation schools who did not get to fight against the enemy but who sought work opportunities in the aviation profession due to the impossibility of going back to their country. Both airmen (pilots, radiotelegraph operators, bombardiers, aerial gunners) and the ground crew (qualified mechanics and weapons specialists)

served in Pakistan. This was a significant contribution to the initial stage of the establishment of the Royal Pakistan Air Force, which suffered from serious shortages of personnel after the British left the country before their local successors could be trained.

The Polish officers and soldiers who decided to remain abroad in the West used to believe that the post-Yalta state of affairs was not permanent and that it would collapse during the course of another war, a Third World War. Therefore they attempted to preserve and maintain their military experience and skills. This was quite difficult considering the European conditions, therefore they decided to serve in the Asian and African countries that were being established. In London there were also state structures of the Second Polish Republic: despite the gradual withdrawal of international recognition, the President, Government and the National Council of Poland, which performed the role of a parliament, functioned until the beginning of the 1990s. In the period which is treated in this book i.e. in the years 1945–56, the London community of Polish émigrés constituted a peculiar network of contacts between officers and soldiers who remained abroad and who still wanted to fight for an independent Poland. However, history took a different turn. The majority of these people had to arrange their lives in exile, becoming important elements of the societies of Great Britain, the United States, Canada, Australia or South Africa. Some of these people returned to communist Poland after 1956, when the regime loosened its grip by relinquishing the pursuit of a strict, Stalinist line.

In Pakistan, Polish aviation specialists filled the gap that arose after the majority of the British personnel withdrew. We may infer from the accounts at our disposal that these people were liked because they were open and friendly. They did not present the “superiority of the colonisers above the colonised” that was so familiar to the local people. This could have been a result of historical experiences: for almost 125 years Polish lands were partitioned by Germany, Austria (subsequently Austria-Hungary) and Russia. Foreign domination frequently differed little from the colonisation that was experienced by the Pakistani people. The two groups also shared

similar experiences associated with the rebirth of their respective statehood. Both Poland in 1918 as well as Pakistan in 1947 had to face the problem of a very limited amount of resources left behind by their former superiors and turn them into a tool for the construction of an efficient state. This aspect was crucial due to the presence of unfriendly neighbours across the borders. Moreover, during the period when the foundations of statehood were laid both of these countries fought wars with their respective neighbouring countries: in 1920 Poland fought against Bolshevik Russia, and in 1948 Pakistan fought against India. In both cases these wars became an important element of a "founding myth". One may also perceive a certain community of values between Polish and Pakistani officers which is discernible e.g. in the mottos of the armed forces: "Bóg, Honor, Ojczyzna" [God, Honour and the Fatherland] and "Faith, Unity, Discipline". This aspect is also perceptible in the memoirs of those who participated in the events that are described. One may also doubtlessly perceive a passion in the performance of this difficult service, this peculiar *esprit de corps* which characterises and unites probably all airmen regardless of their nationality or religious affiliation.

The reader should also remember that due to the Cold War the events that are described in the book were unfamiliar in Poland and in the West. The service of Polish airmen in the army of the country which remained on the other side of the Iron Curtain did not belong in the dialectic that was exercised by communist propaganda. The first person who broke through this wall of silence was Anna Pietraszek, who presented a documentary film entitled "Polskie Orlęta na pakistańskim niebie" [Polish Eaglets in the Pakistani sky], which featured Pakistani students of Polish instructors – these students are currently retired senior officers. The Polish edition of the book which the reader now has before his or her eyes was not the first monograph devoted to this subject whereas in Pakistan there are practically no monographs devoted to the origins of the Air Force that would fail to mention General Władysław Turowicz and other Polish instructors.

Over the course of many years the war stories of the ancestors faded away even in the memory of the families of the protagonists of

this book. Poland was located on the other side of the Iron Curtain. Parents frequently failed to transmit their history to their children so that they could assimilate with the communities in which they were raised. The generation of the veterans of the Second World War passes on to the Eternal Service therefore it is extremely difficult to have access to the accounts of that time, including such places which were original places of service, as Pakistan for the Polish people. Therefore the aim of the English edition is to familiarise the reader with this part of history, especially the reader who has a photograph of a great-grandfather wearing a Polish uniform in his or her family album.

INTRODUCTION

The events of 1947 went down in the history of Poland and Pakistan in completely different ways. In our country [i.e. in Poland] elections to the Legislative Parliament [Sejm Ustawodawczy] were conducted on 19th January. The elections were brutally falsified by communists, who, as it is easy to infer, gained a majority and thus sanctioned their authority over the country¹. This was the final blow that buried the hopes of Polish soldiers, who continued to remain abroad, for the return of a free, democratic fatherland. Due to the realisation of the Yalta provisions the soldiers who were returning from the Eastern Borderlands had no place to return to. Many of those soldiers lost their families during the war and thus the links which connected them with Poland were severed. When they were celebrating another Soldier's Holiday on the 15th of August, a day prior to this celebration, in the remote Asia a new country was established – Pakistan.

The life of a wanderer in that period of history was not an easy one. Great Britain emerged from the Second World War as an economically damaged and severely indebted country. The Polish airmen, who heroically defended the inhabitants of the Island against the Germans, became overnight an unnecessary burden with which no one knew what to do. The United Kingdom had many thousands of officers and soldiers of their own, who were to be demobilised and whom one was supposed to provide opportunities to transition to civilian life. No one had an idea what to do with those thousands

¹ M. Korkuć, *Wybory 1947 – mit założycielski komunizmu*, Instytut Pamięci Narodowej, Archiwalia, [on-line] <http://www.ipn.gov.pl/portal.php?serwis=pl&dzial=203&id=4427&poz=2&update=1>, access date: 9 November, 2010.

of people in their prime who had no intention to return to communist-controlled Poland. Also the authorities in Warsaw were not really interested in the repatriation of trained and patriotically educated military men. Some of the latter would remain on the Isles in one way or another, for they established their families there. Others, and these constituted a majority, decided to live abroad due to political reasons. Their number increased as information about the Stalinist terror reached them from the country. On 20 May, 1946 the Polish Resettlement Corps (PRC, Polski Korpus Przysposobienia i Rozmieszczenia, PKRP) was established in Great Britain. Its task was to adjust those who did not decide to return to the communist-controlled country to civilian life. Formally speaking, this was a unit of the British armed force. However, it was managed by Poles and was commanded by Poles. It differed from the Polish Air Force (Polskie Siły Powietrzne, PSP), which was a part of the Polish Armed Force (Polskie Siły Zbrojne, PSZ), by the fact that it was subordinate to the authorities of the United Kingdom instead of the Government of the Republic of Poland in exile, which was not recognised by London. The local population which heretofore was well-disposed to the Poles became ill-disposed and sometimes even aggressive to them. Until that time our pilots proudly wore badges with "Poland" written on them but then they removed them in fear of being the object of attacks by the local population². This situation was in stark contrast to the experience of the 1940s as described by Major Czesław Tarkowski:

I must mention the fact that at that time Londoners manifested a very friendly attitude to the pilots. Whenever they saw "Poland" on our arms they were very hospitable. They would give us a lift, they helped us in every way they could. Frequently, even when we would order a drink at a bar, one of them would pay for the drink³.

² A. Zamoyski, *Orły nad Europą. Losy polskich lotników w czasie drugiej wojny światowej*, przekł. T. Kubikowski, Kraków 2004, p. 339.

³ M. Battersby, *Real history. Flight Lieutenant Czeslaw Tarkowski's remembrances*, "The Independent", Independent Blogs, [on-line] <http://blogs.inde>

Out of the 15,000 people of the personnel of the Polish Air Force only 3,000 decided to return to the country. 11,000 entered the Polish Resettlement Corps whose bases (or actually camps) were located in Hucknall, Cammeringham, Castle Combe, East Wretham, Framlingham, Portreath, Skipton-on-Swale, Melton Mowbray and Dunholme Lodge⁴. The living conditions in the PKRP centres were quite austere. During the war the barracks hangars were used by soldiers mobilised to fight against the Third Reich, and after the Allied invasion of the continent they were used as barracks of prisoner-of-war camps. Apart from soldiers also their families and other exiles and war orphans lived in the PKRP centres. Many of these people escaped from the Inhuman Land together with General Władysław Anders' army which was evacuated. Others came from the concentration camps and prisoner-of-war camps which were liberated by the Allies or they were Polish forced labour workers in the Third Reich. Within the Corps there functioned schools for children and language courses as well as job training courses⁵. When in 1948 the British authorities decided that the Corps completed its mission, 9,000 former personnel members of the PSP (Polish Air Force) remained on the Isles, of which 500 became engaged in the service of the Royal Air Force (RAF). Further 5,000 people found employment in the civil sector (frequently in professions which were very loosely associated with the aviation profession and which frequently were glaringly remote from the social status of air force officers). The remaining ones were under the tutelage of the British social institutions⁶. One must admit that the airmen and mechanics, as people who had great technical

pendent.co.uk/2010/08/10/real-history-flight-lieutenant-czeslaw-tarkowskis-remembrances, access date: 12 November, 2010.

⁴ A. Zamoyski, *op. cit.*, p. 340.

⁵ Polish resettlement camps in the UK 1946-1969, [on-line] <http://www.northwickparkpolishdpcamp.co.uk>, access date: 12 November, 2010. This webpage also includes the remembrances of the inhabitants of the PKRP camp in Northwick Park.

⁶ J. B. Cynk, *Polskie Sily Powietrzne w wojnie*, translated by W. Matusiak, vol. 2: 1943-1945, Gdańsk 2002, p. 627.

expertise had potentially greater opportunities of finding employment related to their profession than the soldiers who specialised in other fields of the military, especially the infantrymen (testimony of which is furnished by the post-war experiences of Generals Stanisław Maczek and Stanisław Sosabowski). Nevertheless, the fate of a factory worker was better than the fate that was faced by some of those who decided to return to communist Poland, claiming that the fatherland, whatever it was, still was their fatherland and they should serve it or they simply desired to return to the families that remained in the country. An example of such a situation is the fate of General Stanisław Skalski (a fighter pilot who among our pilots shot down the greatest number of hostile airplanes). He returned to Poland and accepted service in the “people’s” air forces, and in 1950 he was sentenced to death by the authorities of the People’s Republic of Poland. In 1951 his sentence was changed to a life sentence. The general left prison in 1953⁷. One could receive an impression that people with such brilliant combat experience were redundant...

On 14 August, 1947, the state of Pakistan was established on the Indian subcontinent as a result of a political decision about the decolonisation of British India. The Indian Muslims had been demanding the establishment of a country of their own since 1940 i.e. since a resolution (the Lahore Resolution) of the party which represented them, the Muslim League, was issued in the city of Lahore. They feared that if they continued as a minority in a state inhabited mainly by the Hindu, they would not be able to live according to the tenets of their own religion. This exacerbated the antagonism between their religious community and the majority of the inhabitants of the sub-continent. Initially, the British did not want to accept these postulates but the pacifist attitude of Gandhi which stopped the conscription to the British army in India prompted them to open themselves to a collaboration with the leader of the Muslim League, Muhammad

⁷ W. Zmysłony, *Stanisław Skalski*, “Polskie Siły Powietrzne w czasie II wojny światowej”, [on-line] <http://www.polishairforce.pl/skalski.html>, access date: 12 November, 2010.

Ali Jinnah. In the beginning the Indian Muslims were offered merely autonomy within the Indian Union but due to the pressure on the part of the League, the last viceroy of India, Lord Louis Mountbatten, consented to the establishment of the state of Pakistan. The name was derived from the provinces which comprised the state: Punjab, Sindh and Afghania (*illo tempore* the North-West Frontier Province – NWFP, and *hoc tempore* Khyber Pakhtunkhwa) and Balochistan. Moreover, at that time Pakistan also comprised the province of Bengal (known as Eastern Pakistan), which today constitutes the independent state of Bangladesh. The fact that the state consisted of two “wings”, separated from themselves by the territory of hostile India and the Himalaya mountain system was responsible for the fact that the sea and air transport was crucial for the functioning of this state.

It was obvious that the new state was supposed to receive its proper armed forces. Initially the British strove to push through the project of maintaining a single common army for India and Pakistan but for obvious reasons the project was never realised. Only the common command with Marshal Archibald Wavell as the leader was kept. British officers also commanded all the kinds of arms of the new dominions. This was due to both technical reasons (there was an insufficient number of trained and experienced local officers) and political ones (the British strove to maintain control over the armed forces of the new states).

THE ROYAL PAKISTAN AIR FORCE

On 14 August, 1947, the Royal Pakistan Air Force was established. Their first commander was the British Air Vice Marshal Allan Lance-lot Addison Perry-Keene. On 19 February, 1949, he was replaced by AVM Richard Llewellyn Roger Atcherley. Both officers were experienced commanders, war veterans who anteriorly served in the RAF. For obvious reasons the RPAF took over from the British the model of the organisation structure (adapted to the modest possibilities of the young country), military regulations and the nomenclature of military ranks and their marks. It was only in 2006 that the symbols of the ranks were changed. Also the uniforms were identical to the ones that were used in the whole Commonwealth at that time. The badge of a pilot differed from the British only in one aspect: in the wreath there were the letters RPAF instead of RAF. Orders were issued and continue to be issued in English.

Due to the scant number of planes the technical state of the air force of the newly established country was unsatisfactory, to put it mildly. The lack of combat planes was deeply felt. Similarly as in the case of other arms, also in the air force the distribution of equipment was supposed to be proportional to the demographical and territorial differences between both dominions. The Indian party was reluctant to transfer planes, and the equipment that the Pakistani party received was frequently in bad technical condition. The situation associated with spare parts, the fittings of airfields and technical bases was considerably worse. This was also due to the fact that the majority of the planes and their technical back-up facilities were re-based to the eastern part of the subcontinent. This in turn was associated

with the considerable jeopardisation of the British interests on the part of Japan and the harsh fighting that was going on in Burma. Therefore the air force of British India which had limited resources at their disposal left their bases in the area of the future Pakistan. Only auxiliary and training centres remained there.

The table below indicates the state of the equipment which was granted to the Royal Indian Air Force (RIAF) and the difference between what was promised to Pakistan and what the latter actually received⁸:

Type of aircraft	RIAF Total before distribution	India What was granted	PAKISTAN	
			Granted	Received
Dakota	78	46	32	4
Tempest	158	123	35	16
Harvard	118	89	29	-
Tiger Moth	78	62	16	7
Auster V/VI	28	18	10	-

The report of the air force attaché of the high commissioner (ambassador) of the United Kingdom in Pakistan, W/Cdr P. A. McWhannell of 31 March, 1949 mentions the following number of planes⁹:

Type of aircraft	Purpose	Number
De Havilland Tiger Moth	training	2
North American T-6 Harvard	training	5

⁸ *Pakistan Air Force*, "Defence Journal", [on-line] <http://www.defencejournal.com/march98/paf1.htm>, access date: 12 November, 2010.

⁹ P. A. McWhannell, *Report on Royal Pakistan Air Force for quarter ending 31st March 1949*, a typescript, National Archives UK, AIR 20/6905.

Type of aircraft	Purpose	Number
Hawker Tempest II Hawker Fury	fighter-bomber	17 (including 7 unarmed ones)
Douglas DC-3 Dakota	transport	16
Bristol 170 Freighter	transport	12 (the order was not realised)
Bristol 164 Brigand	bomber	16
Taylorcraft Auster V/VI	liaison	4

The worst situation was associated with the Brigand bomber aircraft and the Freighter transport aircraft. These were flawed constructions which did not become a staple of the aircraft base of the RAF. Eventually the Brigands were removed from use and the Freighters functioned due to the great dedication of the mechanics. Among the Pakistani airmen there is a common opinion that Great Britain used the opportunity to get rid of flawed constructions and at the same time saved jobs for its own aviation industry¹⁰.

As far as the number of aircraft is concerned, the situation improved gradually, although very slowly. However, there was an insufficient number of qualified personnel to man these aircraft, which was reflected in the number of the personnel of the units. This was associated with the fact that in the colonial period the British authorities were reluctant to accept the local people, especially Muslims, to the service in the RAF or the RIAF. As far as the ground and auxiliary personnel is concerned, the situation was slightly better, although also here the more important functions which called for specialist training were occupied by the British until that time. During the division of the armed force of British India between the dominions which were newly emerging, the vast majority of the officers and soldiers from the sub-continent chose to enter the service of the new Royal Indian Air Force,

¹⁰ M. Shah, *The Gold Bird. Pakistan and its Air Force. Observations of a Pilot*, Karachi 2002, pp. 48-54.

which was associated with the fact that among the airmen personnel the majority was constituted by Hindu adherents. This brought about a very difficult personnel-related situation of the RPAF. Hence the great emphasis on the training of pilots and the transfer of aircraft from combat units to school and school-training units. Pakistani politicians were acutely aware of the significance of air forces in modern military conflicts, testimony of which was furnished by the Second World War. A case in point is the sentence expressed by Muhammad Ali Jinnah, the first governor general of Pakistan (due to his status of a contributor to the sovereignty of the state he was not only a representative of the British monarch in the dominion but he performed the actual function of the leader of the executive power) during the opening of the RPAF College in Risalpur: “(...) a country without a strong Air Force is at the mercy of any aggressor. Pakistan must build up her Air Force as quickly as possible. It must be an efficient air force, second to none (...)”¹¹. This was a very complicated task for the state which just started its sovereign existence. It resembled the work that was done in Poland in 1918 and in the subsequent years: the establishment, practically from the very foundations, of an efficient air force, capable of performing the supreme task: the task of the defence of the sovereignty and territorial integrity of the state. The experiences of the Second World War clearly indicated that the air force was supposed to play an important role both as offensive and defensive arms. At the same time the technological progress made the furnishing of aircraft and the preparation of appropriate airfields a more and more costly endeavour. Therefore from the point of view of Pakistan it was important to use the modest financial resources at its disposal in an optimal manner.

Organisational structure

The Air Headquarters – the supreme command of the RPAF and the operational command of the air force in the area which was not in the jurisdiction of No. 1 Group.

¹¹ Pakistan Air Force, [on-line] http://www.paf.gov.pk/quuids_address.html.

No. 1 Group – the operational command in the North-West Frontier Province and Western Punjab (currently: Punjab), i.e. the areas which are particularly important from the perspective of the security of Pakistan, for they border with India and Afghanistan.

Air units

No. 5 and 9 Fighter-Bomber Squadrons – each of them had four planes ready to be dispatched in two flights and four planes in operational reserve. The personnel comprised six pilots (including the commander) in each squadron¹². This was a very small number of people in comparison with the standard full-time employment in the RAF. During the Battle of Britain the fighter squadron comprised 16 aircraft on average, of which 12 were combat-ready, whereas the personnel comprised 22 pilots¹³. This data precisely represents the condition of the RPAF at the time of its inception.

The 6th Squadron (Transport Squadron) – it comprised four aircraft ready to be dispatched and two in the reserve. The personnel comprised 16 pilots, 8 navigators and 8 radio operators. Compare the following: the RAF great bomber squadron usually comprised 8 aircraft¹⁴.

The RPAF College in Risalpur – a school and school-training unit which educated the cadre of the aviation that was *in statu nascendi*. It comprised nine Tiger Moth planes (including five which were ready for immediate actions, the remaining ones were used as backup planes or as a source of spare parts), 15 T-6 Harvard planes (8 were dispatchable) and six Tempest Mk.II planes (of which three were dispatchable).

¹² M. Shah, *op. cit.*, pp. 46-48.

¹³ J. B. Cynk, *op. cit.*, p. 167.

¹⁴ *Ibidem*.

Ground units

The Kohat Recruit Training Centre – the centre of preliminary training and qualification of candidates to the service in the RPAF.

The Chaklala RPAF Base – it comprised the following: the Forward Repair Unit whose task was to inspect and service the aircraft of the No. 1 Group as well as the Equipment Depot for the No. 1 Group.

The Drigh Road 101 Maintenance Unit – the main service and repair unit for the RPAF. Its tasks included not only technical inspections and the assembly of imported aircraft but also the training of technical and depot personnel for the particular bases and military units. In this book the abbreviated 'Drigh Road' form will be used because this is how this unit was referred to colloquially.

The RPAF Station Mauripur – its task was to provide technical security to liaison aircraft. The base also held archives, an accounting department and a school centre for the administrative personnel of the RPAF¹⁵.

¹⁵ P. A. McWhannell, *op. cit.*

THE FIRST KASHMIR WAR

The British Empire in India consisted both of the provinces subordinated to the viceroy who held his office in Delhi as well as of the formally sovereign princely states whose relations with London were regulated by international agreements contracted by their rulers with the representatives of Great Britain. When Pakistan and India proclaimed their independence the princely states formally regained the right to decide about their future. The greatest of the princely states: Hyderabad as well as Jammu and Kashmir, were inhabited by a community which adhered to a different faith than the ruler. Lord Mountbatten appealed to the heretofore sovereign authorities that they made the decision to access India or Pakistan, taking into account the will of the subjects¹⁶. As far as the smaller princely states had no problems in choosing either of the options, there is ample evidence that both the maharaja of Kashmir and the nizam of Hyderabad intended to play for time, hoping to maintain their sovereignty, for there was no means that would be compatible with international law that would force them to enter one of the newly established dominions. A situation of this sort jeopardised above all India, which comprised many provinces (states) with strong separatist tendencies. Therefore the new government in Delhi staunchly supported the principle that there were to be no other countries apart from India and Pakistan on the subcontinent (the existence of Pakistan was treated rather as the choice of a lesser evil). Not intending to bring about a forceful integration of Hyderabad, India supported the uprising, which brought about the overthrowing of the nizam. The

¹⁶ H. Khan, *Constitutional and Political History of Pakistan*, Karachi 2005, p. 54.

authorities of the principality subscribed to the idea of the accession to the Indian Union, on the basis of the right of nations to sovereignty, which eventually happened in August 1948¹⁷.

The situation in Jammu and Kashmir turned out to be much more complicated, for in contradistinction to Hyderabad, which was surrounded by the territory of India, these regions bordered with both of the new dominions. The princely state comprised of two basic parts: Northern Areas, (currently: Gilgit-Baltistan) with Gilgit as the capital city as well as Jammu and Kashmir proper¹⁸. As far as the history is concerned, the maharaja of Kashmir merely administered the Northern Areas in the name of the British Empire by means of its own army and that of the British contingent, for this area was strategically important, being the northern border of the Empire, separating this area from the areas of Chinese Turkestan (currently the Xinjiang-Uyghur province; older spelling: Sinkiang). Since the 19th century the latter areas were a sphere in which the Russians were interested (at this point it is worthwhile to mention the figure of Bronisław Grąbczewski¹⁹, who in the inter-war period wrote down and published his memoirs related with the voyage in the Northern Territories of modern-day Pakistan), and the so-called Wakhan Corridor, which belonged to Afghanistan, the area which separated British India first from Russia and then from the Soviet Union²⁰. The question of the authority over the Northern Areas after the withdrawing of the British from India was legally ambiguous. The Pakistani party claimed that according to a general principle the areas which were subordinated to the authority of the viceroy (i.e. the areas which were a part of British India), inhabited by a Muslim majority, automatically became a part of Pakistan. This was what was supposed to happen with the Northern Areas, whose population was

¹⁷ S. Wolpert, *A New History of India*, Oxford 2000, p. 352.

¹⁸ I. Talbot, *Pakistan. A Modern History*, Basingstoke 2005, pp. 117-118.

¹⁹ P. Hopkirk, *The Great Game. On Secret Service in High Asia*, Oxford 2001, pp. 450-480. In English literature this name is spelt "Gromchevsky".

²⁰ B. Grąbczewski, *Na służbie rosyjskiej*, Warszawa 1990 (a re-impression of the 1926 edition), pp. 24-28.

constituted by Isma'elite Muslims – a strand of Shi'a Islam. The maharaja and the Indian party claimed that since these areas were handed over by the British to the perpetual control of Kashmir, therefore when India gained independence they became a part of the princely state and that its ruler had the right to decide about their future. The Pakistani party decided to act according to the method of *faits accomplis*. The supporters of the Muslim League organised mass manifestations in the major centres of the Northern Areas, flags of Pakistan were displayed and the local authorities declared the will to access this dominion. Neither India, nor even less so the maharaja of Kashmir, had the appropriate means to counteract this situation. The local British command also supported the population's pursuit of accessing Pakistan. According to some sources, the population did not interfere with the activists' endeavours to assume control over the Areas, according to other sources they helped these activists²¹. This was an important signal for the maharaja of Kashmir that his subjects were interested in accession to Pakistan instead of India. Hari Singh most likely strove to retain maximum sovereignty that was possible in those conditions²². His representatives conducted parallel talks with the authorities of both dominions. The goal that these authorities set themselves was to play for time and wait out the period of the pressure exerted in order to sign the accession act [The Instrument of Accession]. During the time of the British Empire the most important network of roads and the infrastructure associated with electricity and telecommunications linked Kashmir with the areas of the future Pakistan. That is why the maharaja decided to sign an agreement (the so-called Standstill agreement) with the authorities of this dominion about the ensuring of the transit of goods, the supply of energy and the provision of postage and telecommunications-related services²³. The Pakistani party interpreted this

²¹ V. Schofield, *Kashmir in the Crossfire*, London 2008, pp. 62-69.

²² Š. Ganguly, *The Crisis in Kashmir. Portents of War, Hopes of Peace*, Cambridge 1998, p. 9.

²³ The English version of the text of the agreement is available here: I. Hussain, *Kashmir Dispute. An International Law Perspective*, Islamabad 2000, p. 243.

agreement as a presage of future accession. From the perspective of the maharaja this was a document which ensured the possibility of the functioning of his principality and which gave hopes for waiting out the period of the political offensive for the sake of accession in order to retain one's sovereignty. The example of Hyderabad indicated the way in which the question of the future of Kashmir could be solved. In the Poonch province bordering with Pakistan an uprising broke out whose leaders proclaimed the accession to the neighbouring dominion²⁴. The Muslim soldiers of the maharaja went over to the side of the insurgents, and the Hindu soldiers defected or were killed. On the side of those who fought for the accession to Pakistan there were Pashtun fighters from the NWFP, and even from Afghanistan, for the people of Kashmir are ethnically related with the Pashtun people who live there. The maharaja and the Indian authorities accused the Pakistani party of supporting the military aggression. It is impossible to unambiguously establish the role which the government in Karachi played at this stage of the conflict. It is certain that at that time Pakistan did not possess neither such armed forces nor resources to effectively help the insurgents, for its regular army was merely being established, and the air force did not have a sufficient number of combat aircraft. It was likewise unable to prevent the Pashtuns from crossing the border with Kashmir for it did not have a sufficient number of soldiers and equipment. Also the cadre of officers of the insurgents initially was not derived from the Pakistani army but *inter alia* from the National Army which fought together with the Axis countries (collaborating with Japan) or the Legion of Free India (which fought together with the Third Reich). Means of transport and heavy weaponry were insufficient but what means they did have were sufficient at this stage of the conflict, for on the other side the army loyal to the maharaja fought with analogous resources²⁵. The forces of the rebels gradually approached the capital of

²⁴ O. B. Jones, *Pakistan. The Eye of the Storm*, Yale 2002, p. 59.

²⁵ H. Zaheer, *The Times and Trial of the Rawalpindi Conspiracy 1951. The First Coup Attempt in Pakistan*, Lahore 2007 p. 62-171.

Kashmir, Srinagar, crushing the resistance of the enemy. Initially the local people received them favourably, displaying Pakistani flags. However, gradually the situation began to change, for the rebels pillaged the civil population – a peculiar feature of tribal wars instead of a liberating military action²⁶. Particularly shocking events also happened, which made the world public opinion as well as (more and more) inhabitants of Kashmir direct their attitudes toward India²⁷. The rebels occupied a nunnery near Srinagar, inhabited by Irish nuns who maintained a school with a boarding house. The nuns were brutally raped and murdered. One must mention that the Catholic Church maintains on the subcontinent, including in Pakistan, numerous boarding schools whose standards of instruction are considered high, and its activities are educational, not missionary, in nature – the students may practice their religions as they please. In these circumstances the maharaja of Kashmir asked Pakistan and India for assistance. India was the first to respond, declaring a will to dispatch troops to Srinagar but in exchange for signing the accession document²⁸. The progress of the conversations between the envoys of both parties and the sequence of events remain a mystery which influences the position that is assumed by India and Pakistan in the dispute. The Indian side claims that the maharaja signed the accession document before its army reached the territory of Kashmir²⁹. Pakistan claims that it was the other way around, indicating that the envoy of Hari Singh flew away from Srinagar to Delhi on the same airplane in which Indian parachutists flew there before. The doubts are confirmed also by the fact that India never showed the original of the accession document signed by the maharaja but merely its

²⁶ E. Margolis, *War at the Top of The World. The Struggle of Afghanistan, Kashmir, and Tibet*, New York 2001, pp. 121-122.

²⁷ T. Ataöv, *Kashmir and Neighbours. Tale, Terror, Truce*, Aldershot 2001, pp. 56-57.

²⁸ The English version of the text of the document: "Embassy of India. Washington D.C.", [on-line] <http://www.indianembassy.org/policy/Kashmir/kashmiraccession.htm>, access date: 12 November, 2010.

²⁹ J. N. Dixit, *Anatomy of a Flawed Inheritance. Indo-Pak Relations 1970-1994*, Delhi 1995, p. 117.

photocopy³⁰. There is much that indicates that even if Hari Singh actually signed the document, he could have done so under duress. In the time when the ratification was supposed to take place he was in the winter capital of the country, Jammu, where he fled from Srinagar. He no longer controlled the situation in his own country and he was misled by the supporters of India³¹. The Indian forces seized Srinagar and began a counteroffensive in order to regain the areas occupied by the rebels. Under these circumstances Pakistan openly engaged itself in the conflict. In this context a controversy broke out between Jinnah and general Douglas David Gracey, who was commander of the Pakistani armed force at that time. The British officer refused to follow the order of entering Kashmir, for this would entail a fight between two armies commanded by the officers of the king³². It was not until Gracey was replaced by a Pakistani commander that engagement of firm military action was possible. The two dominions found themselves in the state of open war. Upon being asked for mediation, the British government stated that from 15th August, 1947, it relinquished responsibility for the situation on the subcontinent, and that the Organisation of the United Nations was competent to settle such disputes. Therefore the Indian party presented the case at the forum of the Council of Security, which issued particular resolutions, calling to stop military activities, to determine the line of demarcation and the organisation of a plebiscite, in which the Kashmiri would decide about their political future³³. A special military mission of the UN which was supposed to oversee the maintenance of the cease-fire was also established. The armistice was signed and the so-called Cease-fire Line was determined. However, the question of the plebiscite turned out to be an insoluble problem. Even though both sides concurred as far as the principle itself was concerned, the discrepancies as far as the crucial details

³⁰ V. Schofield, *op. cit.*, pp. 56-58, 70-71, 229-230.

³¹ I. Hussain, *op. cit.*, pp. 61-65.

³² O. B. Jones, *op. cit.*, p. 70.

³³ The text of the resolution of the SC of the UN concerning the Kashmir question is featured in: I. Hussain, *op. cit.*, pp. 255-281.

were concerned turned out to be too great. The UN ordered the withdrawal of the combatants in order to preclude the carrying out of the plebiscite in the objective conditions. India did not agree to withdraw their army, justifying the presence of this army with the decision of the maharaja of Kashmir about accession to the Indian Union that was binding from the point of view of international law³⁴. The UN also demanded the withdrawal of Pakistani forces and the rebels from the parts of Kashmir that were still not under India's control, for the sovereign decision of Hari Singh also referred to them. The lack of consent for the replacement of Indian forces with an international UN contingent was justified in a similar way. The Pakistani side did not agree with the Indian demands, fearing that the results of the plebiscite would be falsified in the areas controlled by the Indian army. The resolutions of 1948 were the last ones which the UN issued in reference to Kashmir, for along with the intensification of the Cold War the USA vetoed solutions disadvantageous for Pakistan, and the USSR did likewise in reference to solutions disadvantageous to India.

³⁴ E. Margolis, *op. cit.*, p. 122.

THE RPAF IN THE STRUGGLE FOR KASHMIR

In the early years of its existence the Royal Pakistan Air Force did not represent a considerable combat force, capable of resisting the air force of India, which surpassed the former both as far as the people and the equipment were concerned. Due to the decision of the common British command of the armed forces of both dominions, in the fight for Kashmir Pakistan was allowed to use only transport aircraft in order to furnish supplies to the units which were engaged in combat³⁵. For this purpose the 6th Transport Division was enhanced by DC-3 airplanes taken over from the civil airlines and private carriers. The Freighter airplanes purchased in Great Britain were also incorporated into service. The operations consisting mainly in the transportation (including airdrops) of supplies/reinforcements for the army operating in the Gilgit region³⁶. The Pakistani positions were remote from the supply base, and the wheel-based transport at that time could not reach the front line due to the deplorable quality of roads. The construction of the Karakoram Highway, the asphalt road which is known to this day, was completed only in 1966 and it is a structure whose elevation is the highest in the world. That is why the airplane remained the only efficient means of transport for the struggling armies. Similar problems of logistical nature were also experienced by the Hindus³⁷. During the

³⁵ M. Shah, *op. cit.*, p. 64.

³⁶ P. A. McWhannell, *op. cit.*

³⁷ T. Cooper, *I Indo-Pakistan War, 1947-1949*, "Air Combat Information Group", [on-line] http://www.acig.org/artman/publish/article_321.shtml, access date: 13 November, 2010.

First Kashmir War also liaison missions were performed for the purpose of which American-produced T-6 Harvard training planes were used. During one of such missions, on 14 April, 1948, F/Lt Khyber Khan brought a dispatch from Kashmir about the occupation of the strategically located city of Skard by the Pakistani army³⁸. Due to the specific prohibitory order on the part of the British officers in Kashmir no serious air combat took place in which fighter aircraft of the parties in conflict would engage. Certain attempts of the RIAF at shooting down the Pakistani Dakotas carrying supplies for those who fought in Kashmir proved unsuccessful because the pilots of the transport planes executed rough manoeuvres in a difficult, mountainous area. Neither Pakistan nor India used aircraft to directly support their forces in the battlefield. However, attempts were made to bomb ground targets at the supply base behind the front line. Two Handley Page Halifax bomber aircraft which were successfully acquired for the RPAF and brought to the state of technical usability were used as transport aircraft whereas the bombing-related tasks were conducted by means of Tempest II aircraft. These missions were carried out in the final phase of the conflict and they did not manage to influence its final outcome.

³⁸ *History of Pakistani Air Force*, "Pakistan Defence", [on-line] <http://www.defence.pk/forums/military-aviation/10811-history-pakistan-air-force.html>, access date: 12 November, 2010.

FIGHTING ON THE BORDERLANDS OF AFGHANISTAN

The second theatre of war in which the Royal Pakistan Air Force was used was the Afghanistan borderlands, especially the Waziristan region. The historically western provinces of present-day Pakistan: Baluchistan and Khyber Pakhtunkhwa (*illo tempore* a part of the NWFP) and the majority of the area of the Sindh province with its capital of Karachi, belonged to the kingdom of Afghanistan. The British assumed control of these areas during the course of two wars which were concluded in 1913 by the signing of an accord which determined the line of demarcation. The latter was named the Durand line after the British diplomat who negotiated the terms of the accord³⁹. However, this solution was clearly contested by the subsequent rulers of Afghanistan and the local Pashtun tribes. In 1919 the third Afghan war broke out during the course of which the British side used aircraft in their fight against the Afghans for the first time. Due to the peculiar mountainous area and still quite primitive airplanes the success of these operations was moderate. Of greater importance was rather the psychological effect than the actual damage inflicted during the air raids. The conflict was ended by the signing of an accord in Rawalpindi on 8 August, 1919. At that time the Afghan people recognised the Durand line as the boundary with British India, thus regaining in return complete sovereignty in the international arena, including foreign policy. In this context it is worthwhile to note that the earliest international agreement which

³⁹ A. Głogowski, *Pakistan, Afganistan. Trudne sąsiedztwo*, Kraków 2005, p. 13.

continued to be binding on Poland is the Treaty of Friendship between the Republic of Poland and the Kingdom of Pakistan, signed on 3 November, 1927.

However, not everyone approved the treaty-related acceptance of British colonial policy toward Afghanistan. In 1937 in Waziristan (one of the agencies which constituted the Pakistani Federally Administered Tribal Areas – FATA) an uprising broke out which was led by Mirza Ali Khan, known as the Faqir of Ipi. Despite the fact that the British used considerable ground forces supported by the air force, they failed to introduce order in this area. At that time the RAF had neither the appropriate airplanes nor the tactics to fight the insurgents. It was difficult to detect Faqir's fighters due to the clothes they wore in the rocky environment (it is worthwhile to mention that the khaki colour was introduced as the colour of British uniforms due to the experience acquired in the fight against the Afghans, in which the traditional British red uniforms were completely useless: the word itself is derived from the Hindi or Urdu language (ultimately from the Persian language) and it means "dust". Better results were obtained during the bombing of villages whose inhabitants supported the insurgents. For this purpose the Hawker Audax airplanes (a version of the Hart airplane, adapted to combat in tropical conditions) as well as the Westland Wapiti airplanes were used at that time⁴⁰. *Nota bene* this sort of activity was in compliance with the law which was binding and continues to be binding, and with the local custom of family revenge, for the Frontier Crimes Regulation enacted in 1901 allowed the destroying of villages whose inhabitants supported the activities directed against the central government⁴¹. The decision about the establishment of a sovereign Pakistan was contested both by the government in Afghanistan as well as by certain radical Pashtun communities. The government in Kabul claimed that since the British were withdrawing from India, then also the agreements

⁴⁰ D. S. Richards, *The Savage Frontier. A History of the Anglo-Afghan Wars*, London 1990, p. 183.

⁴¹ M. M. K. Wazir, *FATA Under FCR (Frontier Crimes Regulations). An Imperial Black Law*, "Central Asia. Journal of Area Study Centre" 2007, no. 61.

which concerned (in their opinion) the temporary distinction of the areas should cease to be binding. The plebiscite stipulated that the inhabitants of these areas were supposed also to receive the possibility to choose to return to Afghani sovereignty apart from the possibility of choosing affiliation with India or Pakistan⁴². However, the British did not yield to external pressure. The plebiscite brought about the establishment of a sovereign Pakistan and its authorities did not intend to give away their land to their neighbour. In response to this an uprising broke out in the tribal areas and on 12 August, 1949, the Faqir of Ipi proclaimed the independence of Pushtunistan. This proclamation was not recognised by any of the countries which existed at that time, whereas the Pakistani government engaged in intensive military activity in order to put an end to the armed insurrection. These activities were conducted mainly in Waziristan i.e. in the place where the Pakistani army is currently fighting against the forces of the "Pakistani Taliban". They basically failed to succeed ever, in spite of engaging considerable forces, including the air force. With the death of Faqir in 1960 the uprising faded on its own⁴³.

⁴² I. Talbot, *op. cit.*, pp. 86-87.

⁴³ D. S. Richards, *op. cit.*, p. 188.

POLES IN THE PAKISTAN AIR FORCE

Serious shortages in the aviation and technical personnel required to be attended to immediately, especially considering the exacerbation of the conflict with India. The experiences with British officers were not encouraging. The problem was constituted most of all by their loyalty to the supervisors from the RAF. This led to a conflict of interests, for the prohibition of using airplanes to support the army which fought in Kashmir doubtlessly contradicted the logic of warfare on the frontline. It was also detrimental to the interests of the recently established Pakistani state. Another reason for this was associated with the great cost of maintaining the officers and soldiers of the RAF. Traditionally, the British officers received better salaries than the inhabitants of the colonies who held the same positions. Therefore in order to encourage them to stay in Pakistan they had to receive the same salaries that they used to receive earlier, and the special status of RAF personnel delegated to Pakistan had to be conferred to them⁴⁴. Contracting them in the service in the RPAF, even though it was a cheaper solution, was prohibited by the British authorities because London wanted to maintain control over its personnel abroad. In this situation there appeared the idea of recruiting Polish airmen who remained in Great Britain in the camps of the Polish Resettlement Corps (Polski Korpus Przysposobienia i Rozmieszczenia). The author of this concept remains unknown. Both the command of the RAF as well as the authorities of the United Kingdom gladly received the possibility, thus getting rid

⁴⁴ Telegram en Clair from Air Ministry, London to All Commands and Groups at Home, HQ, ACFE and Mod/ME 5.01.1948, National Archives UK, AIR 20/6905.

of a certain number of Poles from their country who did not intend to return to communist-controlled Poland and with whom nobody had any idea what to do. The Government of the Republic of Poland in Exile permitted the soldiers of the PSP to be engaged in this sort of work⁴⁵. For Polish airmen this was an opportunity to earn a living in their profession and to improve their skills, and especially (as it seemed to them) the opportunity to wait until the situation in their homeland would change to the extent that would enable them to return to their homes⁴⁶. Perhaps the point was also about maintaining combat-readiness should a new worldwide armed conflict between the West and the Soviet Union break out, which would make Poland regain independence. The volunteers were offered three-year contracts with perspectives of extension. They also had the possibility to receive Pakistani citizenship and further steady service in the RPAF. Initially this part of the offer was not appealing to the Poles for they continued to hope that they would eventually return to their homeland. Formally speaking, the Poles were employed on the basis of individual contracts (contracts of employment). Therefore this was not an international agreement between the government of Pakistan and the Government of the Polish Republic in London which Pakistan did not recognise, after the example of Great Britain⁴⁷. A certain problem was associated with the legal status of Poles who remained in the United Kingdom. The majority of them did not have Polish passports, for the passports issued by the Government of the Republic of Poland in London were no longer recognised in the world, and they did not want to accept passports issued by the communist government in Warsaw. In fact, they could not do so because in this way they would act as soldiers, which would be tantamount to the order of immediate return to Poland. Such an outcome would be gladly received by the British authorities. The communist government would

⁴⁵ Mjr pil. Henryk Kudliński's relation about his stay in Pakistan in the years 1948-49, typewritten text in the collections of the author.

⁴⁶ A conversation with Zofia Turowicz and Anna Ahmed conducted on 17 April, 2010.

⁴⁷ The Fryling Archive, Hoover Institution, Stanford CA, L.11/J/1950.

certainly prohibit the Poles from serving in the RPAF, for it was already at that time that communist states started collaboration with the newly-established India of Jawaharlal Nehru. In this situation, the majority of people who expressed interest in working in Pakistan acquired the status of stateless persons and the so-called Nansen's passports⁴⁸. This was also of crucial significance as far as their future service was concerned: if they were Polish citizens, in the case of being shot down and being taken into Indian captivity they would most probably be deported to communist Poland, of course with all the consequences associated with the fact of serving in foreign armed forces with the consent of the authorities. In 1947 Poles still could not obtain British citizenship, in spite of the fact that Winston Churchill made a promise about this. It was only later that the British government stated that service in the Polish Air Force in the West (and therefore also in the PSP) was classifiable as the necessary period of five years of legal stay and work in the United Kingdom in order to be eligible to obtain British citizenship. One should emphasise clearly that Polish airmen who were engaged in the service of the RPAF were not mercenaries but officers and contractual soldiers who fought in the Pakistani air forces and in Pakistani uniforms. Therefore they were protected by the international law which was binding at that time (the Hague Convention of 1907 and the Geneva Convention of 1929). In order not to antagonise the relations with the Soviet Union, Pakistan did not take into consideration the possibility of introducing any Polish national symbols to the uniforms (i.e. badges of pilots, the eagle on the cap and the "Poland" badge) which were worn by the Polish airmen in the PSP or by the people who were delegated to service in the squadrons of the RAF.

⁴⁸ Compare e.g. the visa-related applications of the National Archives of the British Library (original spelling retained): File Pol 4026/48 – Grant of Visas for Pakistan for Czeslaw Tarkowski, Josef Kazimierzak, Mieczyslaw Jan MakSYMowicz, Zdyzław Siwczyński, Donat Mickiewicz, and Konrad Antoni Muchowski, Stateless nationals IOR/L/PJ/7/13371 Dec 1948; File Pol 3444/48 – Grant of Visas for Pakistan for Antoni Lbigniew Jedryszek, a Polish national, and Julian Kazimierz Zuromski, Stateless national IOR/L/PJ/7/13330 Dec 1948.

Therefore formally speaking, there were no “national” Polish units in Pakistan. However, the number of almost 100 people who accepted the Pakistani offer was considerable – it surpassed the number of British people who worked there (80).

The task of recruiting Poles was engaged by an aviation mission of two people, accredited at the High Commission (i.e. the embassy of the state – a member of the Commonwealth in a different member state) of Pakistan in London⁴⁹. The then general of the PAF, Kamal Ahmad, was a part of this mission⁵⁰. The battle-scarred veterans of the Second World War were expected to apply – as we know, the Polish airmen were held in very high estimation due to their achievements in that period⁵¹. However, the combat experience of the candidates varied. Among the volunteers there was e.g. kpt. Bronisław Malinowski, the veteran of the Battle of Britain, decorated with the Silver Cross of the Virtuti Militari War Order, with the Cross of Valour, with the French Croix de Guerre and with the British Distinguished Flying Cross, as well as kpr. Czesław Zapaśnik who was a young man of 22 at that time – a car driver in the 315th Fighter Squadron. Therefore in many cases these were people who just recently completed their aviation training in the Polish Air Force and they did not manage to gain the experience which was sought after by the Pakistanis. However, even those recently trained young people had certain knowledge which they could share with their Pakistani colleagues.

The applications which were submitted were divided into three categories:

- The people with the highest level of qualifications and with the most extensive experience who were supposed to be employed immediately.

⁴⁹ Mjr pil. Henryk Kudliński's remembrances, contained in the letter to the author of 20 October, 2009.

⁵⁰ Kamal Ahmad's statement featured in the documentary film entitled *Polskie orły na pakistańskim niebie*, reż. A. Pietraszek, Warszawa 2009.

⁵¹ AVM M. Akhtar, *Contribution of Polish Air Force Officers and Technicians to Building a Strong Pakistan Air Force after Independence on 14 August 1947*, type-written text in the collections of the author.

- The people who failed to meet the requirements and who should be rejected immediately.
- The remaining cases which should be analysed by the military attaché personally.

In the recruitment procedure the sequence of priorities which were considered were established:

I. Fighter plane pilots.

II. Flight instructors.

III. People who had experience in the piloting of two- and multi-engine aircraft.

IV. Non-married people.

V. Married people.

VI. Married people with children.

One of the Pakistani officers who participated in the process of the selection of candidates noticed that the offer must have generated considerable appeal, for there were such volunteers who claimed that they lost their Pilot's Logbooks during the many hours of flights above Germany... However, according to British regulations, one could not take this document with oneself during combat flights, especially over the territory of the enemy. One of the Polish veterans of the RPAF, mjr Henryk Franczak recalled that hundreds of candidates applied to the recruitment point from among which more than 100 people were selected, people whose rank ranged from the rank of a private to the rank of a colonel⁵². Of course, these candidates who attempted to conceal their lack of experience were qualified as non-eligible right away, unless they had certain special qualifications which persuaded the Pakistanis to change their minds⁵³. The pilots who were accepted by the Pakistanis flew to Karachi. The officers were received by Prime Minister Liaquat Ali Khan⁵⁴.

The British authorities held the recruitment procedure in low estimation, for many people found themselves in Pakistan before their

⁵² M. Rogozińska, *Lot koło Śpiącej Damy*, "Nowy Dziennik" 1998, no. 19-20.

⁵³ A/Cdre K. Ahmad, *Untold Tales of Pakistan Air Force. A Glimpse of Life in the PAF*, Karachi, pp. 67-68.

⁵⁴ M. Rogozińska, *op. cit.*

documents reached this country. This was the reason why the best candidates were not always accepted by the RPAF⁵⁵. Some of them most likely were never engaged in military service, having taken up employment in the civil air lines right after coming to Pakistan⁵⁶. Today it is impossible to determine the number of those who were accepted for the service, for the Pakistani state and military archives do not feature such data. The number of these people may be estimated at between 30 and 100. Among the volunteers there were not only pilots but also radiotelegraph operators, flight engineers, aerial gunners and the representatives of the ground crew. They had experience in the service in fighter plane squadrons, bomber squadrons and in training units (Operational Training Units – OTUs). From the point of view of Pakistan, they had a number of substantial assets: they were trained in Great Britain according to the regulations of that country, on British equipment, and they spoke English. However, they were not the subjects of the king, and therefore they did not have to be loyal to the United Kingdom. Therefore one could count on their loyalty during a possible conflict with India. In return, they received a steady job, an apartment and perspectives for the future. However, contrary to the hopes which were laid in them by the hosts, they usually treated service in Pakistan as a transitional stage in their lives. The subsequent stage was supposed to be the return to their homeland or settlement in other parts of the world: Great Britain, the USA, Canada or Australia⁵⁷. A similar testimony is offered by Jan Fryling, the *illo tempore* plenipotentiary minister of the “London” government in India:

The airmen with whom I spoke have a very sober and practical attitude to life. They basically do not believe that they would return to Poland, as they predict the outbreak of a new war around the

⁵⁵ P. A. McWhannell, *op. cit.*

⁵⁶ Remembrances of mjr pil. Kazimierz Kozak contained in the letter to the author dated 15 October, 2009.

⁵⁷ A conversation with Zofia Turowicz and Anna Ahmed conducted on 17 April, 2010.

year 1970. They are married predominantly to Englishwomen. They perceive the main purpose of their hard work above all in saving up a sufficient amount of money which would enable them to buy a farm in Australia or New Zealand, where they would like to live in peace for the rest of their lives. They are aware of the possibility that in two or three years they will be able to achieve this goal. I would be inclined to believe that they will indeed achieve their goals, for they were able to limit their needs and expenses to a minimum with great will power and consistence. The money earned and the experience gained in the service of the RPAF were supposed to serve this ambition⁵⁸.

In the case of the majority of these people the adventure in Pakistan was over very quickly. A few of them decided to extend their contracts even until the 1950s. A few others remained at the foot-hills of the Himalaya Mountains forever. Some were lonely; others brought their families to Pakistan.

⁵⁸ T. Lachowicz, *Dla ojczyzny ratowania... Szkice z dziejów wychodźstwa polskiego w Ameryce i inne*, Warszawa 2007, p. 305.

THE CONDITIONS OF LIFE AND SERVICE

The airbases in which our soldiers served are located in the parts of Pakistan which differ from each other very much.

The Drigh Road Base (currently known as the PAF Base Faisal) is located in the greatest city of Pakistan – Karachi. The fact that the British even chose this location in the first place to be the main centre of airplane repairs was associated with another fact that an oceanic port was located nearby and that the first airplanes were transported by sea⁵⁹. Karachi was selected to be the capital of the new state but due to the conflict with India and the problems with communications that were experienced the high command of the air forces was located in Peshawar. The lowest temperature in Karachi is registered in January: 13°C, and the highest temperature – in May: up to 48°C. The highest precipitation rate occurs in July: 81 mm, and the greatest humidity rate, 90%, in August. The Base in Peshawar and the nearby aviation academy in Risalpur have a climate which is more favourable for Europeans, even though the temperature reaches 50°C in July and drops to 4°C in January. In February the air humidity is 75%. Peshawar is located beyond the monsoon zone; the highest precipitation rate in 51 mm in August.

The Chaklala base is located in Punjab, between Rawalpindi and the current capital of the state – Islamabad. Currently it also performs the function of a capital civil airport. The highest temperature

⁵⁹ PAF Base Faisal, "Global Security", [on-line] <http://www.globalsecurity.org/military/world/pakistan/faisal.htm>, access date: 13 November, 2010.

is 48°C in June, and the lowest temperature is 2°C in January. The highest humidity rate occurs in August – 54% – and the highest precipitation rate occurs in August, reaching 258 mm – this is the monsoon season⁶⁰. The BBC experts claim that conditions favourable for man (i.e. the lack of a feeling of discomfort due to the heat and great humidity) occur in Peshawar and Rawalpindi in the winter i.e. from December to March, whereas in Karachi such favourable conditions never occur. In this context the most extreme conditions occur in Karachi from May to July, and in Peshawar from June to August⁶¹. We must remember that in the 1940s and 1950s the only way to improve the supportability of these conditions was associated with the installation of ventilators under the ceiling, for air conditioning was non-existent at that time.

It will be easier for us to understand how difficult it was to accustom oneself to such conditions if for comparison's sake we review the data related to Kraków and London (in whose vicinity most of our airmen spent their previous six years of life and service). In Kraków the lowest average temperature is -23°C in January and the highest is 35°C in July. The highest precipitation rate is 111 mm in July, and the greatest humidity rate is 90% in December. In London the lowest temperature is -10°C in January, and the highest temperature is 38°C in August. The highest precipitation rate is 64 mm in November, and the highest humidity rate is 87% in December⁶². As we can see, the problem with the acclimatisation was actually reducible to accustoming oneself to the hot and stifling summer months, for the lack of freezing temperatures during the winter was not a big problem.

Also the geographical conditions were a completely new thing for our airmen. Karachi is situated at the Arabian Sea and it has beautiful sandy beaches. In the 1940s and 1950s one could take advantage of them freely, for the Pakistani law at that time was not subject to the process of Islamisation. The mouth of the Indus assumes the shape of

⁶⁰ "BBC Weather", [on-line] http://www.bbc.co.uk/weather/world/city_guides/index.shtml?show=i_guides, access date: 13 November, 2010.

⁶¹ *Ibidem*.

⁶² *Ibidem*.

a delta with the peculiar flora of the mangrove forests. The Thar Desert begins to the north of the city, beyond the Khasa Hills. Therefore the landscape resembles in a way that of Iran or other countries of the Persian Gulf. In the 1950s the camel trains constituted a frequent view. The city itself was and continues to be a post-colonial, cosmopolitan metropolis. It is sometimes called one of the most Indian cities of Pakistan. The main streets and the prestigious residential districts resemble British cities.

Peshawar is located in the Vale of Peshawar at the foothills of the Hindu Kush. The highest peak of these mountains, Tirich Mir, located at the border with Afghanistan, rises 7,487 meters above the sea level. The city – the capital of the Khyber Pakhtunkhwa province – is strategically located at the road from Rawalpindi to Kabul, near the famous Khyber Pass. The higher parts of mountains are covered in snow in the winter. The valleys are poorly forested, the land dries out when there is no rainfall and the houses have been built for centuries from bricks burnt in the sun. The greatest structure of the city is the great Bala Hisar fortress which formerly was the summer residence of the kings of Afghanistan, then the seat of the local British army, and since 1947 also of the Pakistani army.

Rawalpindi is located on the Pothohar Plateau which is called the granary of Pakistan. The area is rich in flora and picturesque, forested hills. Relatively nearby there are the Northern Territories with the city of Gilgit, in the neighbourhood of which lofty mountain peaks soar: Nanga Parbat (8,126 m above the sea level) in the Himalaya mountain system and Rakaposhi (7,788 m above the sea level) in Karakoram. These splendid views at that time signified a great danger for the pilots and the crews of planes. Rawalpindi was the seat of the high command of the British army in India, and then the main headquarters of the Pakistani army. The peculiar feature of British cities in north India were special military districts known as *cantonments*, which enabled the military men to function practically without contact with the local population, excepting the crew of the military bases. In the case of the air force the situation was still different: the airfields and the bases of the RPAF were usually located

away from the centres of cities, which was typical of the air force at that time. A similar case was represented by the British and Polish airfields.

Salaries

The salary of an airman in the service of the RPAF was given in British pounds according to the old “duodecimal” system and was of course dependent on the rank⁶³:

Rank	Daily salary		
	1948	1948 (in rupees)	2008
Air Marshal	£1 5s 0d.		£103
Air Vice Marshal	£ 1 2s. 6d.		£93,10
Group Captain/Wing Commander	12s. 6d.		£51,70
Squadron Leader	11s. 6d.		£47,60
Flight Lieutenant	6s.	700 Rs	£24,80
Flying Officer/Pilot Officer	4s. 6d.	600 Rs	£18,60
Warrant Officer	3s. 6d.		£14,50
Flight Sergeant	3s.		£12,40

In 1948 1 pound sterling had the value of 13.33 Pakistani rupees⁶⁴. Additionally each officer received on average 1,200 Rs. for each year of service.

⁶³ P. A. McWhannell, *op. cit.*

⁶⁴ “The University of British Columbia. Sauder School of Business. Pacific Exchange Rate Service”, [on-line] <http://fx.sauder.ubc.ca>, access date: 12 November, 2010.

In order to realise the scale of the salaries, one must compare the cost of living and the prices of basic products which the salary was supposed to "buy". The salary for F/Lt was 21,000 Rs. per month and the salary for F/O was 18,000 Rs. per month. All salaries include taxes.

Expenses

At this point let the voice of an anonymous pilot who described the conditions of life in Pakistan in the specialised diaspora periodical "Skrzydła. Wiadomości ze Świata" be heard:

A bachelor: a room, a mess and a servant – about 200 Rs. A married man: an apartment (a small, one-storey house), maintenance and a servant – about 250-270 Rs. The fee charged for the mess itself (i.e. without a servant) was about 120 Rs. per month. Thanks to this salary married men could support themselves and their family by eating at home. About 10% of the salary was spent on a furnished house with three, four or five rooms. The prices of the particular products: 1 lb of meat – $\frac{3}{4}$ Rs., hen – up to 3 Rs., turkey – ca. 1 Rs., English cigarettes – 1 Rs for 20 pieces. Fruit and vegetables are cheaper by more than 50% than in England. Other products, such as sugar, coffee, tea have more or less the same prices as in England. One was charged half the amount that one had to pay in England for English supplies. However, cars, motorcycles, radio receivers and pieces of technical equipment were very expensive – one had to pay twice as much for these products as compared to the prices in England. Food was more copious and of better quality. The mess, the apartments for non-married men and houses for married men were very comfortable and delightfully furnished⁶⁵.

Therefore as we can see, even the salary of a junior officer enabled one to support oneself and one's family and to set aside a certain

⁶⁵ "Skrzydła. Wiadomości ze Świata" 1949, no. 22/538.

amount of money for the future. Even after the passage of many years mj̄r Henryk Franczak, who settled permanently in the USA, referred to the salary conditions offered by the RPAF as "generous"⁶⁶.

However, for young people from Poland the day-to-day existence was far from perfect. Testimony of this fact is furnished by the accounts and remembrances which the author managed to reach. The author of one of the letters to the editor of "Skrzydła", signed as "Ricky" (which was supposed to protect his family who stayed in Poland against the consequences on the part of the communist authorities) wrote in the following terms:

The station is located quite a distance from a major city. Because communication is difficult, we spend the evenings in a cinema or by playing cards in the camp⁶⁷.

Also mj̄r Kozak expressed a similar sentiment in a letter written to the author after the passage of many years:

I did not like this life and these conditions. One spent a good deal of one's free time so to speak in one place i.e. in the [officer's – author's note] Casino. Beyond the base there is a completely different environment, different customs, different people. There are many camels in the streets. For me this was a short-term journey. I would not like to spend more time there⁶⁸.

The great extent to which it was difficult for people from Central Europe to accustom themselves to the conditions of life in South Asia was noticed also by the Pakistani people themselves. The author of one of the works which discuss the history of the PAF wrote the following:

As far as the social aspects were concerned, the Polish contingent contributed many elements of local colour to the officers' mess halls,

⁶⁶ M. Rogozińska, *op. cit.*

⁶⁷ "Skrzydła. Wiadomości ze Świata" 1949, no. 25.

⁶⁸ Remembrances of mj̄r pil. Kazimierz Kozak contained in the letter addressed to the author bearing the date of 15 October, 2009.

wherever they were stationed. They were very musical, they liked to enjoy themselves, they knew how to spend their free time which they deserved owing to their hard work. Perhaps it was this difference in this lifestyle and the less colourful ways of spending free time by the local people that caused a disappointment and doubts as to the future, permanent coexistence. The majority of those who accepted four-year contracts in 1949 decided not to extend them and to seek a more comfortable place⁶⁹.

Some of the Polish airmen received very responsible positions in the RPAF: Julian Żuromski commanded the 5th Fighter Squadron, Mieczysław Wolański commanded the 6th Transport Squadron, Przemysław Hedinger performed the function of the Main Officer of Munitions in the Headquarters of the RPAF, Bolesław Kaczmarek commanded the training squadron and Bronisław Malinowski commanded the Department of Navigator Training in the RPAF College in Risalpur⁷⁰.

⁶⁹ *The Story of the Pakistan Air Force. A Saga of Courage and Honour*, Islamabad 1988.

⁷⁰ *Ibidem*, p. 44. Cf. AVM M. Akhtar, *op. cit.*

"POLISH" SQUADRONS OF THE RPAF

Formally speaking, such a unit never existed. Our airmen served in the RPAF as contract officers and not as an organised foreign contingent. However, considering the number of our pilots who served in it, the 9th Fighter-Bomber Squadron which was stationed in the Peshawar base certainly deserves such a name. Its commander was the previously mentioned S/Ldr Julian Kazimierz Żuromski. He was a graduate of the XIII promotion of the Szkoła Podchorążych Lotnictwa [Air Force Officer Cadet School] in Dęblin, which he completed in 1939 in the 57th place (out of the total number of graduates which was 147)⁷¹. He fought in France in 1940, patrolling the air space above Bussac in the Bordeaux region using the Dewoitine D.501⁷² airplane. He was evacuated in June 1940; he served in the 308th Polish Fighter Squadron⁷³. As he was fighting in the 66th Squadron of the RAF he was shot down on 30 July, 1943 over the Netherlands (earlier, when he was in this squadron, he inflicted ½ damage to an airplane of the enemy)⁷⁴. Having suffered serious burns, he was captured by the Germans. He was detained in the Stalag Luft 3D Steglitz prisoner of

⁷¹ XIII promocja Szkoły Podchorążych Lotnictwa – 1939 r., "Polskie Siły Powietrzne w II wojnie światowej", [on-line] http://www.polishairforce.pl/_promocjixiii.html, access date: 12 November, 2010. Cf. Czyż mogli dać więcej. Dzieje 13 Promocji Szkoły Podchorążych Lotnictwa w Dęblinie, zebrał A. Dreja, oprac. K. Łukaszewicz - Preihs, J. Preihs, Londyn 1989.

⁷² J. Żuromski, *The Battle of France 1940. Aerodromes where Zuromski was operational as an Instructor to French Student Pilots and later operational flying supporting the French Air Force*, typewritten text in the collection of the author.

⁷³ Documents of the IMPM Lot A.V.44/11/22C/18 archive.

⁷⁴ J. B. Cynk, *op. cit.*, p. 257, 750.

war camp. He escaped from this camp when the city was bombed on 15 February, 1944. He managed to get through to Kraków where he reunited with his pre-war fiancée. He made his way back to England via Prague (where the couple married)⁷⁵. After having waited for a year in a Brussels displaced persons' camp his wife received a British visa. In January their daughter, Krystyna, was born. He took his family to Pakistan⁷⁶. Żuromski was a very colourful figure, an officer who was liked and respected by his subordinates. The following is an anecdote which was told by one of mjr Żuromski's subordinates about his commander:

At the beginning of the 1950s Żuromski commanded the 5th Squadron which stationed in Samungli near Quetta. At that time the squadron had many young officers of an extremely high morale. Żuromski, himself an extrovert of a very short temper, liked to fly with his pilots, commanding them also during exercises. The life in the mess hall was rather dull, for the PAF base was under construction and it lacked appeal for the personnel. On a certain evening a group of pilots, bored by the sedimentary mode of life in the unit, made their way to Quetta in order to seek entertainment. They planned to visit a "red-light district" and to have some fun, dancing and listening to music. Their endeavour was a true challenge, for the officers had no furloughs. The group was unfortunate enough to stumble upon a patrol of the military police... The attempts to convince the military policemen that the airmen were in fact civilians taking a trip were futile. One member of the group was allowed to go to the base in order to let know the superiors about the incident and about the fact that the rest were arrested. After almost three quarters of an hour a jeep drove to the police station and stopped with screeching tires. An officer got out of the car and, confronting the commander of the police station, shouted the following words: "How dare you detain my officers who were performing the orders of their commander,

⁷⁵ IPMS Lot A.V.1 VII, Protokół rehabilitacyjny P/O Żuromskiego.

⁷⁶ Remembrance of Christine Roberts (née Żuromska) in an e-mail sent to the author on 12 June, 2010.

Sqn Ldr Żuromski of the 5th Squadron?". The major explained that the officers were on a special mission consisting in the selection of a group of female dancers and musicians who were supposed to perform in the PAF base in Samungli. The "speech" was enhanced by sulphurous English and Polish words. The military policeman stood speechless upon seeing an officer in a uniform with numerous ribbons of military decorations who looked like an English gentleman but who hurled obscenities like a sailor or a sergeant conducting a drill. He did not protest when the group of would-be prisoners got into a jeep and left toward the PAF base. During their return journey Żuromski lavished his subordinates with Polish "courtesy" and the following commentary: How could you do such a thing to me, your commander: to go to a party and leave me in the mess hall by myself?"⁷⁷

A similar image of mjr Żuromski is conveyed also by the remembrance of his daughter:

My father was a sociable person. Friendliness was his strongest point. He was in his element when he shared the joys and the sorrows with people. From this perspective, aviation was the element which made him feel at home. He felt a greater affinity with the particular people instead of the formal hierarchy. As far as he was concerned, there were frequent clashes between what was formal and what was private, and the humour and an attitude of distance was the way in which he reacted. When he returned to England in 1955, he remained a civil pilot, which enabled him to stay true to his first love – flying – although this time this was not the same intensity of relations with his fellow airmen than in the case of the air force⁷⁸.

Another Pole who served in the 9th Squadron was mjr (at that time F/Lt) Kazimierz Kozak. He underwent air training already in England, where he was incorporated into the 308th Fighter

⁷⁷ A/Cdre K. Ahmad, *op. cit.*, pp. 71-73.

⁷⁸ Remembrance of Christine Roberts (*née* Żuromska) in an e-mail sent to the author on 12 June, 2010.

Squadron. Due to his young age at that time (he was born in 1919) he did not manage to participate in air combat against the Germans. He was engaged in the service of the RPAF on 19 January, 1948 and he was allocated to the 9th Squadron which was commanded by mjr Żuromski and which was stationed in Peshawar. His remembrances provide information that he managed to participate in a combat flight during the first Kashmir war. This contradicts the commonly held view, which is replicated by many authors, that in that region the Pakistanis conducted exclusively transport flights. Mjr Kozak recollects the following:

Our main task, that is the task of both squadrons [the 5th and the 9th – author's note] was to fly and to bomb targets in Kashmir. It was only once [4 July, 1949 – author's note] that we flew to Kashmir; Srinagar was the target. The flight was a difficult one because the mountains are very high. The flight was a success. That was our participation in the conflict for Kashmir because very shortly a truce was signed⁷⁹.

In other words, the Polish airmen fought also in this military conflict which was the longest one since the end of the Second World War.

After the fighting ceased in Kashmir, the history of the Pakistan Air Force saw a period of temporary peace, which the Polish pilots could use to devote themselves to train young Pakistani airmen who arrived as draft. However, this convenient situation did not last for long. Making a reference to British traditions, also the Pakistanis decided to use airplanes to support the fight against the Pashtun insurgents in Waziristan. These activities brought new challenges which until then had not been faced even by those Polish officers who performed missions against ground targets in Europe after the invasion in 1944. This period of his service is recollected in the following way by mjr Kozak, a veteran of the 308th Fighter Squadron:

⁷⁹ Remembrances of mjr pil. Kazimierz Kozak contained in the letter to the author dated 15 October, 2009 – information reconstructed on the basis of the Pilot's Logbook of mjr pil. K. Kozak – a Xerox copy in the collection of the author.

We were sent to an airfield located near the Afghan border on a round of a few weeks in order to fight off bands which descended from the mountains located between Pakistan and Afghanistan and attacked the borderland settlements. They pillaged what they could and they kidnapped women and made off to the mountains. After a report about an attack was received one of the sections (i.e. two planes) took off and attempted to shoot them. This was no easy task, for these bandits who had lived there for centuries were familiar with the area and they always simply disappeared⁸⁰.

Mjr Kozak performed three such missions, between 7th and 19th July, 1949⁸¹. As we can see, in the 1940s and 1950s the air force had problems very similar to those which were faced by much more sophisticated and better equipped air force in the 21st century.

Another interesting figure who served in the 9th Squadron, commanded by mjр Źuromski, was F/Lt Stefan Tronczyński. During the Second World War he flew in the 306th and 315th Fighter Squadrons. He scored 2 and ¼ of a sure shot-down of a plane and inflicted damage upon a German plane and one flying V-1 bomb⁸². He was the recipient of the 5th Class Virtuti Militari order⁸³. During his service in Pakistan his "tempestuous" nature made itself manifest. One of the Pakistanis remembers how Tronczyński almost brought about the outbreak of a Pakistani-Afghan war:

Steve was dispatched with his Fury one day to reconnoitre against Faqir's guerrillas. In the valley below him he noticed something which seemed to be a group of hostile fighters. When he reduced his altitude he saw that they were shooting at him. Enraged by their boldness he returned to the Miranshah base, issued an order to

⁸⁰ *Ibidem*.

⁸¹ Data according to a Xerox copy of the Pilot's Logbook of mjр K. Kozak – from the collection of the author.

⁸² J. B. Cynk, *op. cit.*, p. 402, 406, 410, 478, 744, 752. See also the documents in the Archiwum IPMS Lot A.V.44/11/1B vol. 17.

⁸³ "Kawalerowie Orderu VIRTUTI MILITARI", [on-line] <http://www.stankiewicze.com/vm/index.htm>, access date: 12 November, 2010.

load his plane with rockets and 20 mm ammunition and returned to the same place. He saw that something of a military parade was being organised down below: soldiers in file, vehicles and horses, an orchestra. Steve dove and shot everything that he had into the conglomeration. All of the Afghan generals fell from their horses. A number of other officers were wounded or were killed. It turned out that Tronczyński crossed a line in his fury. He mistook a parade of the Afghan government army for Faqir's unit from Ipi, and that on the Afghan side of the border. Pakistan had to apologise for this incident and to pay damages⁸⁴.

Another anecdote concerns Tronczyński's navigational talents:

A pilot, of a heavy build, but with a weak sense of orientation, lost his way, being unable to reach Mauripur [from Peshawar – author's note], was forced to land at the Mekran Coast, about fifty miles from Karachi. Tronczyński survived the landing but he reached Mauripur on camelback. During the investigation that was carried out Tronczyński was ordered to point to the location in which his plane crashed. Even though he flew four times on a Dakota and a Harvard Tronczyński failed to locate the wreck. The Commander-in-Chief of the RPAF, AVM Atcherley ordered Tronczyński to take a camel and reach the crash site in this way. It was only then that Steve indicated the location of the wreck⁸⁵.

Some time later Tronczyński was dismissed from his service in the RPAF and was engaged in civil aviation. He died a tragic death in 1960⁸⁶.

Another squadron in which Polish officers served was the 6th Transport Squadron. This unit was of a "hybrid" nature. Both planes which were factory-made to treat military targets (i.e. C-47 Dakota or Bristol Freighter) as well as planes taken over from private airlines (DC-3,

⁸⁴ M. Shah, *op. cit.*, p. 65.

⁸⁵ A/Cdre K. Ahmad, *op. cit.*, p. 69.

⁸⁶ Information provided by Mrs Danuta Włodarczyk, Stefan Tronczyński's god-daughter, through Sally Ederington, e-mail sent on 19 May, 2010.

Bristol Wayfarer) and even Handley Page Halifax bomber planes adapted to transport purposes, familiar to the Polish airmen who served in the bomber squadrons in Great Britain, were used. In the maintenance of the combat-readiness of these planes a major role was played by the subsequent head mechanic of the 12th Squadron, F/Lt Czesław Siwik, who during the war served as airborne mechanic in the 300 Bomber Squadron (BS). Thanks to him, these time-worn planes could be used in the RPAF until the mid-1950s⁸⁷. S/Ldr Mieczysław Wolański, who during the war was a pilot in the 300 BS, decorated with the Virtuti Militari Cross (once) and with the Cross of Valour (four times), was the commander of the 6th Squadron for some time⁸⁸. Before the war he was the executive officer of the training of the pilots of the School for Non-Commissioned Air Force Officers for Minors [Podoficerska Szkoła Lotnicza dla Małoletnich] in Moderówka near Krosno and the commander of a platoon of pilot training. He was injured during the bombing of this airfield by the Germans. He was evacuated on 17 September, 1939, along with the field hospital in Zaleszczyki, to Romania and then to France⁸⁹. After he finished his service in the RPAF he emigrated to Canada, where he became a notable Polish community activist.

Among the pilots of the 6th Squadron there was mj̄r Henryk Kudliński, who now resides in the USA. During the war he served as an instructor in the 7th AGS (Air Gunners School) and a flight instructor in the Newton and Valley bases of the RAF. He began his service in the RPAF in the rank of a captain. His new squadron was stationed in the Badaber airfield near Peshawar which was later used by American U-2 spy planes which flew over the USSR. It turned out that mj̄r Kudliński began his service in Pakistan during the last phase of the First Kashmir War. He has the following recollection about the first months of combat in the new service:

⁸⁷ M. Shah, *op. cit.*, p. 50.

⁸⁸ T. Krzystek, *Polskie Siły Powietrzne w Wielkiej Brytanii w latach 1940-1947*, electronic version courtesy of its author, with additions valid on 4 July, 2010; materials from the archives of the SPL in London.

⁸⁹ Data according to the files from the officers' camp in Salon (France) – IPMS Lot A.IV.I/45c.

I performed my first flight on 11 January, 1949; this was a training flight conducted so that I could familiarise myself with the area adjacent to the airfield. Then I performed flights with airdrops of weapons and food supplies for Kashmir. I landed in Kashmir on the Gilgit airfield. The flight took place among the peaks of the Himalayas at the altitude of about 4,300 metres, for it was an older type of the Dakota which lacked special compressors – it could not fly above the peaks. The flight took place in valleys; we passed the peaks of the Himalayas much above our altitude, and we could not perform a turn anywhere due to the lack of room in the air. A flight of this kind took about five hours. I performed a total of five such flights. During one of the flights I almost crashed in the mountains, for as you know, the air in such valleys is very diluted. Suddenly the plane swooped down for over 350 metres, but I managed to regain control of it at the very last moment⁹⁰.

Work in such extreme conditions was therefore particularly dangerous, and the dangers which the pilot had to face were radically different from the ones to which they managed to accustom themselves during the night combat missions over Germany. However, there were also humour-filled themes as well. Mjr Kudliński has a recollection also of the following funny situation:

Once I had a flight to Gilgit and my task was to transport a jeep. When the crew at my destination saw the car, they opened the bonnet and – to my utter amazement – began to put hay inside, apparently in order to feed the vehicle⁹¹.

Subsequently mjr Kudliński flew as a test pilot in the Drigh Road Base. His task was to test-fly airplanes after technical repairs conducted by the mechanics who worked there⁹². After the war he emi-

⁹⁰ J. Jarzęcki, *Stu wyszkolonych pilotów*, "Pilot wojenny" 2000, no. 6, pp. 67–81.

⁹¹ Mjr Henryk Kudliński's remembrances contained in a letter to the author dated 18 December, 2009.

⁹² Mjr Henryk Kudliński's remembrances contained in a letter to the author dated 20 October, 2009; mjr H. Kudliński's résumé of 28 January, 2002 – typewritten text in the collections of the author.

grated to the USA where he worked as a bank director (he was educated in the field of economics).

The pilot with whom mj̄r Kudliński frequently flew over the Himayalas was mj̄r Wiktor Dobrzański, born in Kraków on 25 February, 1917, a recipient of the Virtuti Militari decoration, a triple recipient of the Cross of Valour, a veteran of the 300th and 301st Bomber Squadron. Subsequently he was an instructor in the OTU Brancote, a Senior Officer in the Castle Bromwich Base of the RAF and an instructor and commander of the squadron in the 16th SFTS (Service Flying Training School). After he completed his service in the RPAF in 1953 he returned to Great Britain, a thing he was forced to do due to the state of his health. He performed manual labour as the operator of a paper machine. He was the only protagonist of this book who returned to Poland during his lifetime – this happened in the 1960s⁹³. He settled in Poznań where his family lived. He worked as a storeman in the company known as Transped. After his death he was buried in his home town – Raciborowice near Kraków⁹⁴. This is how mj̄r Dobrzański recollects the period of his service in Pakistan:

After they arrived in Pakistan the Poles were invited to a conference room. Each of them received a badge i.e. a tablet where their name was engraved and a declaration that they worked for the Pakistani state. They were asked to wear these badges immediately and never to take them off. They were told that in the country medieval combat tactics were embraced. Each prisoner of war is subject to a castration operation. Then the enemy is let known that the prisoner may be ransomed for an appropriate amount of weapons or medication. After a few years of stay in Pakistan Wiktor piloted a plane without the presence of Pakistanis for the first time. It was also for the first time that the plane turned out to be malfunctioning. As he landed on

⁹³ Officers Record and the application for the admission to the OTU Transport Command in the collection: IPMS Lot A.V.64/A/12.

⁹⁴ Remembrance about Wiktor Dobrzański by Danuta Tomecka, typewritten text in the collection of the Zespół Szkół in Raciborowice, województwo małopolskie – a copy in the collections of the author.

a stubble field, he stared at the figures with pitchforks who were running toward him. He knew that the peasants could neither read nor write. He dared not leave the plane. He showed his badge through the window and explained that he worked for them. After a lengthy consultation they sent a delegation to fetch the priest. The latter's arrival saved Wiktor. One day he was ordered to report to the staff. The general introduced me to the Prince and ordered that I led him to his kingdom on the plane that he purchased. I landed on a mountain clearing marked by burning fires. After we got out of the plane we saw a group of priests who were making their way toward us. They approached us, knelt, kissed the ground and the plane. They made a circle round the plane, singing. Both us and the plane were immersed in the fragrant incense smoke. After the prayers were over the priests suddenly noticed that cars started to issue from the fuselage. They came to the cars, which were also consecrated. The prince and his entourage made off in their cars, while I was approached by two servants who led a beautiful pedigree Arabian in rich gear. They asked me to sit on him and said that they would lead the steed. Sometimes I used to sit on a country nag but I have never ridden a high-class steed. For some time the horse was obedient but in a moment it reared up and began to run at a furious gallop. At one side of the narrow road sharp rocks soared whereas at the other side there were deep gulleys. I promised to the steed that I would buy him a whole allotment of sugar, I swore in various languages, eventually I began to pray fervently. The great fear that overcame me made wet curls of hair descend on my face. Fortunately the mountainous switchbacks were behind us and the furiously galloping steed balked at the residence of the Prince. In order to celebrate the landing of the first plane and the arrival of the first cars to the realm which was subjected to him – a presage of the economic development of this part of Pakistan – the Prince organised a feast in which apart from his entourage also the representatives of tribal authorities participated. The Prince proposed the first toast in honour of the Polish people whose sons helped lay the foundation for the Pakistani army and the school of eaglets. The second toast was proposed to honour a Polish

airman, Wiktor Dobrzański, on whose arms a military cloak, braced with a silver clasp and adorned with precious stones, was put⁹⁵.

This how mj̄r Henryk Franczak, who also served as a pilot in the 6th Squadron, a veteran of the 304th Bomber Battalion of the Silesian Land [304 Dywizjon Bombowy Ziemi Śląskiej], recalls his service in Pakistan⁹⁶:

A considerable number of us were appointed to the 6th Squadron in Peshawar. Our task was to transport equipment, personnel, families along with pieces of furniture and the servants. On a certain day I was ordered by the special command to take care of a person who was very important for Pakistan. It was mir Hunza. For me the first flight to Skard was a moving, awe-inspiring experience of amazement and inexpressible charm of the landscape. Our planes, Dakotas, had the ceiling of 10,000-16,000 feet. They had a heating device but they had no air conditioning. We had to fly along the Indus, frequently through a tunnel formed by the river, the walls and the clouds overhead. I remember when a fabulously beautiful, sun-drenched, Indus-crossed valley suddenly appeared, with the majestic K2 on the horizon⁹⁷.

Subsequently mj̄r Franczak worked in the civil Pakistani Orient Airways (currently known as Pakistan International Airlines). Among his passengers there were the participants of notable climbing expeditions, including the first person who managed to reach the summit of Nanga Parbat – Herman Buhl, an Austrian. In 1952 a group of reporters of the well-known “National Geographic” magazine visited Pakistan. During a visit in the Hunza Valley it was mj̄r Franczak who was their pilot. At this point it is worthwhile to adduce the relation of an American journalist, Franc Shor, who was editor-in-chief of the magazine for many years.

⁹⁵ The remembrances of mj̄r Wiktor Dobrzański, typewritten text in the collections of the Zespół Szkół in Raciborowice, Małopolskie Voivodeship – a copy in the collections of the author.

⁹⁶ Documents in the Archiwum IPMS Lot A.V.14 XXX/8.

⁹⁷ Quoted after: M. Rogozińska, *op. cit.*

The wind shifted just before our take-off, and our pilot, a bearded Pole who had flown with the RAF during the war, hesitated for a moment, then swung the plane around. Instead of taking off across the flat bed of the Hunza River, we raced up the field toward town, barely cleared the low trees, stood on one wing tip as we banked against the walls of a dead-end canyon, and wobbled out over the grain fields at the edge of town. "I've always wondered if I could get off in that direction," laughed the pilot, who had invited us to share the cockpit. His smile didn't last long. The shifting wind brought sudden clouds, and within 30 minutes we were flying blind. We radioed Gilgit that we were returning. "Don't come back," came the reply. "Field closed in." "Go back and make sure those kids are strapped in," the now grim pilot told me. "We'll have to go down and try to follow the Indus, and it'll be rough." It was. As we twisted through a narrow gorge, trees whipped past only a few feet from our wing tips. Suddenly the plane seemed to stand on its tail, the engines labored as if in their death throes, and the frame shuddered as we climbed steeply to avoid an unexpected cliff. [...] An hour out of Gilgit the pilot checked his maps and shook his head. "Don't dare stay down here any longer," he said. "The gorge gets too narrow. We'll have to go up into that soup [...]." For 15 minutes we flew blindly ahead and up—always up. Then the clouds seemed to thin out. In a moment we were in the clear. [...] "As I told you," laughed the pilot, wiping his forehead, "never a dull moment. "We'll be in 'Pindi [Rawalpindi] in half an hour." We were. Never have I enjoyed a walk so much as I did that 100-yard trip from plane to airport. We had planned to fly back to Karachi. Somehow, however, we felt that we had seen enough of airplanes for the moment⁹⁸.

One should point out that due to the fact that the author of the article which appeared in 1952 in an American glossy popular science magazine does not disclose the identity of mj̄r Franczak, thus protecting his family members who remained in Poland against possible

⁹⁸ J. Shor, F. Shor, *Pakistan. New Nation in an Old Land*, "National Geographic Magazine" 1952, Vol. CII, No. 5. [Udało mi się znaleźć oryginalny cytat w języku angielskim].

negative consequences at the hands of the communist authorities. It is only the peculiar description that enables the reader to identify the person that is referred to. During his visit at the World Congress of Airmen mjr Franczak handed over a painting presenting the snowy peak of Nanga Parbat that was painted by his friend, mjr Przemysław Hedinger, with whom he served first in the Polish 304th Squadron and then in the Pakistan Air Force, to the Polish Mountaineering Association⁹⁹. The painting was created on the basis of the photos taken by mjr Franczak and on the basis of the flights that they made together over the Himalayas. Mjr Hedinger was the Chief Armament Officer in the Headquarters of the RPAF in Karachi, where he stayed with his wife, Włada¹⁰⁰. Before the war he worked as the traffic controller in the Wytwórnia Balonów i Spadochronów [Hot-Air Balloon and Parachute Production Company] in Legionowo near Warsaw¹⁰¹. After he managed to get through to Romania he received the task of organising the evacuation of the personnel of the Polish air force, which began in September 1940¹⁰². After the war he settled in the USA. A notable Polish mountain climber, Andrzej Zawada, remembered that when in 1971, during an expedition to the Kunyang Chhish located in the Karakoram mountain system, he visited Gilgit, the inhabitants of this place pronounced the name of the country, "Poland", correctly – they did not confuse it with "Holland", which happens rarely in such remote parts of the world¹⁰³. Similar observations were made also by the author of the present book during his stay in the Hunza Valley in 1994. Mjr Henryk Franczak died in the USA. According to his last will, he was buried in the Powązkowski Cemetery in the PSZ section.

⁹⁹ R. Kardaś, *Portret Śpiącej Damy Nanga Parbat – dla PZA*, "Taternik" 1998, no. 3. See also the documents in the Archiwum IPMS Lot A.V.IV.1/30/15.

¹⁰⁰ The remembrance of Zofia Turowiczowa written on 6 April, 2010 – typewritten text in the collections of the author.

¹⁰¹ Record file in the collections of the IPMS in London Lot A.IV.I/30.

¹⁰² J. Płoszajski, *Technicy lotnictwa polskiego na Zachodzie 1939-1946*, Warszawa 2007, p. 281, *Biblioteczka Automobilisty*.

¹⁰³ R. Kardaś, *op. cit.*

Also kpt. Wilhelm Adler, who was called Adek by his friends, a Polish officer of Jewish origin, served in the 6th Squadron¹⁰⁴. During the Second World War he piloted the 300 BS. He participated in the air raids of Germany. When he was returning from a bombing expedition against Dortmund on the 10th/11th May, 1944, the Lancaster that he was piloting was shot down and he was the only one to survive from the whole crew of the plane. He became a prisoner¹⁰⁵. This colourful figure, who was notable for his sense of humour, is associated with an anecdote which is adduced in the remembrances of one of his Pakistani friends:

During a parade in the F/O Base Adler was rebuked by the commander of the Peshawar Base, W/Cdr Dass, for putting on ankle shoes instead of tie shoes for the parade. A week later the situation occurred once again. The following is the conversation which took place:

Dass: "Adler, you are wearing ankle boots once again".

Adler: "No Sir, these are tie shoes".

Dass: "No, these are ankle boots!"

Adler: "No Sir, these are tie shoes". At this point Adler raised a trouser leg in order to show that the tops of his ankle boots were cut off with a razor, thus rendering ankle boots tie shoes.

During this inspection his fellow officers who witnessed the event found it very hard to maintain their seriousness which was expected of them due to the regulations¹⁰⁶.

Kpt. Adler maintained contact with his fellow airmen scattered across the entire world by means of the periodical known as "Skrzydła. Wiadomości ze Świata". In one of the issues of this periodical there were greetings related to the celebration of Easter:

Greetings from Pakistan! It is my pleasure to offer greetings to the Self-Help Association of Airmen [Samopomoc Lotnicza], which so

¹⁰⁴ Remembrance of Zofia Turowiczowa written down on 6 April, 2010 – typewritten text in the collections of the author.

¹⁰⁵ J. B. Cynk, *op. cit.*, p. 424.

¹⁰⁶ *Ibidem*.

fruitfully maintains the communication of hearts of the airmen scattered across the entire world¹⁰⁷.

After the finishing of his service in the RPAF kpt. Adler emigrated to the United States. Another pilot of the 6th Squadron was kpt. Roman Hrycak. He fought in the Defensive War of 1939 and subsequently in France. In Great Britain he served in the "Wileński" 317th Fighter Squadron. On 1 January, 1945, during a German air raid against the airfield of the 131 Skrzydło Myśliwskie, he probably scored by shooting down an Fw 190. He participated in transport flights to Kashmir. After he finished his service in the RPAF in 1955 he moved to Nigeria, where he participated in the fight in Biafra along with another hero of the Polish air force, ppłk. Jan Zumbach. He coordinated the air force of the government whereas ppłk Zumbach organised the air force of the rebels. Kpt. Hrycak subsequently took up employment in the Nigerian civil aviation. He emigrated to Canada¹⁰⁸.

Kpt. Bohdan Longin Sokół-Szahin was led to the service in aviation by a very interesting path. He came from Winnica in the Podolia region, from where he moved to Warsaw. After he completed a *gimnazjum* he went to the Wyższa Szkoła Podchorążych Broni Pancernych in Twierdza Modlin. After the September Campaign he managed to get through to France where he served in the 10th Armed Cavalry Brigade of General Maczek. In 1942, at his own request, he was re-assigned to the air force. He underwent training for navigators and air gunners in the AOS (Air Observers School), in the AFS (Advanced Flying School) and in the 18 OTU and the 1662nd Conversion Unit. Subsequently he served in the 300 and 301 BS, performing 30 combat flights as a navigator. He was decorated with the Cross of Valour¹⁰⁹.

¹⁰⁷ "Skrzydła. Wiadomości ze Świata" 1951, no. 34-35.

¹⁰⁸ J. Knopek, Władysław Turowicz (1908-1980). Zapomniany organizator lotnictwa pakistańskiego, "Przegląd Polonijny" 2006, no. 1.

¹⁰⁹ The résumé and the Officer's Record from the archive of IPMS Lot A.V.64/4/58.

ROYAL PAKISTAN AIR FORCE COLLEGE RISALPUR

The training of new airmen was one of the most important tasks with which the Polish specialists were set. Therefore the particularly great number of these specialists, including people with most considerable combat experience, became a part of the recently established air college in Risalpur. The thing which also is testimony to the significance of this college is the visit which was made to it by Muhammad Ali Jinnah, who was seriously ill at that time. His apposite remark is worthy of note:

The Royal Pakistan Air Force has started with very few assets except loyalty and determination to succeed. But the Royal Pakistan Air Force is already taking shape, this school formed only seven months ago is a worthy example of this¹¹⁰.

A crucial role in the functioning of this college was played by the Polish veterans of the Second World War who were engaged in the service in Pakistan. The nickname of the school is “The House of Eagles” [“Dom Orlów”], which resembles the popular name of the “School of Eaglets” [“Szkoła Orląt”] in Dęblin. The commander of the school was M. Asghar Khan, the most experienced Pakistani airman – he served in Burma during the Second World War as the commander of the 9th Fighter Squadron. He was the first Pakistani to have the opportunity to pilot the Gloster Meteor jet aircraft.

¹¹⁰ History of PAF, “Pakistan Air Force”, [on-line] http://www.paf.gov.pk/quaid_address.html, access date: 12 November, 2010.

Subsequently he became the first Pakistani who served as the main commander of the PAF, replacing in this position the British officer of the AM, Sir Arthur William Baynes McDonald in 1957.

This is how one of the instructors, who conceals his identity under the pseudonym "Ricky", described the conditions of service in the RPAF College:

At this station there are two of us who are married and two other are bachelors; all of us hold quite responsible positions i.e. O. C. Conversion Squadron, O. C. Navigation Section, O. C. Link Trainer. There are the EFTS, SFTS, Conversion Squadron and OTU schools. Because there is a lot of work to do, time passes very fast. The station is located quite a distance from any major city. Because communication is difficult, we spend the evenings in the cinema or by playing cards in the camp. We are all very pleased that we decided to stay in this country. Moreover, let me note that the Pakistanis manifest a favourable attitude toward us, they are pleased with us and they hold our efforts in high estimation. More than a year elapsed since the time we arrived here. I must admit that the newly established air force grows and perfects itself in all of its aspects with each day. However, only time will tell who of us took the right path¹¹¹.

The most experienced Polish officer who was engaged in service as an instructor in Risalpur was kpt. Bronisław Malinowski. His air-force-related endeavours began when he was 17, in his native city of Lwów, in the 6th Group in that city. He underwent all degrees of training, beginning with the Centrum Wyszkolenia Podoficerów Lotnictwa in Bydgoszcz. After he completed his service in the 3rd Group he was assigned to the position of an instructor in the Szkoła Podchorążych Lotnicwa in Dęblin, where he witnessed the outbreak of the Second World War. However, even though a participant of a makeshift unit he did not actively participate in the fight against the Luftwaffe. Luck did not favour him also in France in 1940¹¹².

¹¹¹ "Skrzydła. Wiadomości ze Świata" 1949, no. 25.

¹¹² W. Zmysłony, *Bronisław Malinowski, Polskie Siły Powietrzne w II wojnie*

After he was evacuated to England he participated in the Battle of Britain. First he served in the 43rd and then in the 501st Fighter Division. However, he achieved no success. He registered the first shooting down of an enemy plane on 30 December, 1941 as the pilot of the 302nd "Poznański" Squadron. This was a Bf 109¹¹³. Kpt. Malinowski was also a member of the Polish Fighting Team (PFT) in Africa, better known as Cyrk Skalski. Being a part of this crew, on 6th April, 1943 he shot down another Messerschmitt Bf 109¹¹⁴. After he returned to England, during his flight to the continent as a part of the 302nd Squadron he shot down further two Bf 109 planes on 8 September, 1943. However, he was also shot down himself near Langemark in Belgium. Owing to the assistance offered by the local resistance group he returned to England to continue the fight¹¹⁵. He was shot down once again – this time, he was heavily injured on 30 July, 1944 near Falaise¹¹⁶. Fortunately, this town was already controlled by the Allies. Malinowski was saved by Canadian tank crewmen. After a long period of rehabilitation he made his way to PKRP and thence to Pakistan¹¹⁷. As a token of recognition of his service he was decorated with the Class V of the Virtuti Military Cross (once) and with the Cross of Valour (four times). The Pakistanis also appreciated kpt. Malinowski's combat experience. In Risalpur he received the position of the commanding officer of the Department of the Training of Navigators¹¹⁸. After he finished his service in the RPAF kpt. Malinowski returned to Great Britain where he established a car repair shop and then a pub. He was an active member of the Polish Airmen's Association (Stowarzyszenie Lotników Polskich)¹¹⁹.

światowej", [on-line] <http://www.polishairforce.pl/malinowski.html>, access date: 12 November, 2010.

¹¹³ J. B. Cynk, *op. cit.*, p. 243.

¹¹⁴ *Ibidem*, p. 295.

¹¹⁵ *Ibidem*, pp. 400-401.

¹¹⁶ *Ibidem*, p. 445.

¹¹⁷ W. Zmyślony, *Bronisław Malinowski...*

¹¹⁸ Polish Officers List – materials courtesy of AVM M. Akhtar.

¹¹⁹ A conversation with mjr Tadeusz Krzystek conducted in January 2010.

Among the officers who trained young Pakistanis the figure of kpt. Bolesław Kaczmarek, the penultimate commander of the 302nd "Poznański" Fighter Squadron, a one-time recipient of the Class V Virtuti Militari decoration and a three-time recipient of the Cross of Valour as well as one of the five Polish pilots decorated with the Dutch Airman's Cross [*Vliegerkruis*] is of particular note. On 11 June, 1943, he probably shot down his first Fw 190. He shot down further two planes on 18 August as a pilot of the 315th Squadron. On 23 March, 1945, he was appointed the commander of the 302nd Squadron. The planes that were piloted by kpt. Kaczmarek bore the mark of the name *Janetka* which was painted under the windbreak¹²⁰. Kpt. Kaczmarek made a good mark in the memory of the Pakistanis. One of the Pakistanis remembers him thus:

Kaczmarek and Mrs Kaczmarek were a very friendly couple. They were very similar to each other, both as far as their height and body stature was concerned. During a costume party in Risalpur they came disguised as each other: kpt. Kaczmarek wearing a dress as Mrs Kaczmarek and Mrs Kaczmarek in a uniform as kpt. Kaczmarek. At first glance no one managed to recognise them¹²¹.

Unfortunately, kpt. Kaczmarek was one of two Polish officers who died an airman's death, performing their duties in Pakistan. At that time the captain served as the commander of a flight in the 5th Squadron. This is how his friend, signed as "Mike", described this tragic even in the "Skrzydła":

Were are you going, Mike? (They used to call me Mike). You know that it will take a year until our contract in the RPAF expires and it is now that we should think about having new documents issued. "I don't know", I answered. "Canada attracts me, but Australia offers better opportunities... I can't make up my mind...." He was attracted by Canada as well. He encouraged me to establish a joint-venture farm or a restaurant business, for he was well-versed in the culinary

¹²⁰ J. B. Cynk, *op. cit.*, pp. 281, 391, 395-396, 455, 613-614, 650, 744.

¹²¹ A/Cdre K. Ahmad, *op. cit.*, p. 73.

arts. He lived with me for his flight was moved to Mauripur for training which lasted a few days and the participation in the annual "Combined Operations". On 25 October, 1951 he got up earlier than usual to pack up his things, for the flight was moving to the new airfield. He was full of life as usual. Nothing indicated that in a few hours he would no longer be among us. I hadn't thought a slightest moment that perhaps it was the last time that I was chatting with him. I saw him once again during breakfast, when he was packing his things in the car. Two hours later the tragic news reached us. Two planes, "Blue One" and "Blue Two", collided in the air. At that time the names were not mentioned. I was concerned to the highest degree, for considering the name R/T, he had to be in one of those planes. The phone lines were overstrained with calls. The long torment of expecting more news and eventually the shocking fact: Yes, it was him. They took off in a vee formation. After taking off the right wing plane collided with him. They fell from the altitude of 600-700 feet to the saltwort which grew nearby. "I'm sorry that Mike..." – the commander of my flight, a Pakistani, struggled to express himself and he did not finish. Work does not go on well. I cannot concentrate on anything. The memories which are so alive keep on returning. We are going to Australia... We are establishing a farm. We are doing the paperwork... All of these things, not for you, you "Mushroom". By fighting in Poland, France, Great Britain and Germany you are finally at peace in a cemetery in Karachi which is far away from your Fatherland. We have to continue our fight. It is going to be more difficult because we lost a true and irreplaceable friend, a man who always provided us with counsel and help, a man who was able to gladden a care-worn face and always had a good word to say¹²².

The pilot of the second, Fury, plane was P/O Syed Fazal Hussain Khurazmi, who was also killed in the crash¹²³.

¹²² "Skrzydła. Wiadomości ze Świata" 1952, no. 44-45.

¹²³ A conversation with P/O Khurazmi's brother, Shujahem Khurazmi, conducted on 22 August, 2010.

Another instructor in Risalpur was ktp. Mieczysław "Mike" Gorzula. He was born on 1 August, 1919 in Prokocim near Kraków (today Prokocim is a district of Kraków) in the family of a railway guard. At the age of 17 he began studies in the field of international trade at Warsaw University. At that time he took a spirited interest in aviation by undergoing training in a university flight. After he completed his studies he entered the air force. In 1939 he reached France through Romania and Syria, and after the fall of France he reached England. He participated in the Battle of Britain as a part of the 615th, 87th and 607th British Squadrons. After a brief period of service in the Polish 302nd Squadron he returned to the British 87th Squadron which at that time performed attacks of ground targets in occupied France. The following remembrance is derived from this period:

During the execution of the mission the driver of a car(t) who probably was a German soldier began to aim at Mike's plane. Gorzula was angry, turned back and mercilessly blasted the car(t) and the drivers with his machine guns¹²⁴.

As the commander of the flight in the 309th Fighter Squadron of the Czerwińsk Land he shot down a German Me 262 jet plane, which was a considerable achievement at that time. This is how he described the event himself:

The squadron made a circle above the airfield. Flying in a combat formation, we took the northeastern course, right to the target - Hamburg - were we were supposed to take care of the "Anchovies" [Polish plural: "Sardele"] bombers (this is the nickname that we gave them) above the suburbs of the city. The enemy airplanes came from the southeast, dragging along one after another in an endless cavalcade which extended in an arch-like fashion across the firmament of the sky from one horizon to the opposite one. How are we supposed

¹²⁴ A. Scheckenbach, an article written for the Aircrew Remembrance Society in Canberra (Australia), "Aircrew Remembrance Society", [on-line] <http://www.aircrewremembrancesociety.com/veterans/gorzula.html>, access date: 12 November, 2010.

Bibl. Jag.

to protect them? – I wondered. If the Germans are going to shoot at them, what should we do? There is nothing to worry about, they are no longer visible in the sky. We flew over Hamburg, which was veiled in billows of black smoke that rose to the height of 10,000 feet. The last bombers dropped their precious explosive charge. We took a return course to England. Just as we left the area of the target, veiled in the clouds and the smoke of the port burning down below, my headphones screeched into life: "Hello, calling the commander of the flight... Hello, calling the commander of the flight... Here is the commander of the bombers. There are some jet planes dragging along. Over and out". I looked around in a concerned manner. The bombers were shooting green missiles – the first missile, then a second one, a third one. Aha! The Germans are in the sky and they are attacking. One order quickly followed the other: jettison the spare fuel containers. I spurred my Mustang by administering a turbo-charge to it. Suddenly I glimpsed the figures of six hostile planes about 1.5 mile apart which attacked the bombers from the vantage position, pursuing their flight path. We rushed toward the attacking fighter planes and – as we came closer – we identified the German Me 262 jet planes. They were flying in a straight line except one, which – perhaps revelling in victory, for one of the bombers dropped toward the ground – was flying along a wide arch away from the other planes. I increased the force of the turbo-charge and I approached him slowly. My speed exceeded 500 miles and the distance decreased to about 1,000 metres. My Mustang was shaking and the engine roared at full throttle. Come closer! I hastened myself but it was so difficult. I thought that I would never approach shooting distance. I squeezed last ounces of power from the reluctant engine and I aimed very precisely. After the first burst of fire the German seemed to slow down a little bit. Then I blasted a second and a third round into him. The pilot attempted to save himself. His figure flashed near the wing of the jet plane but at this very moment his plane burst into flames which covered his parachute that was opening. My eyes did not follow neither the wreck nor the pilot as they were dropping toward the ground. There was no point to do so.

I dragged myself toward the bombers which were returning to the bases. We were still keeping a close eye on the "anchovies", making sure that our planes would reach their destination safely¹²⁵.

In Risalpur kpt. Gorzula was a flight instructor. He performed his duties from 16th February, 1949, until 5th November, 1949, using mainly Tiger Moth and Harvard airplanes. His flight time exceeded more than 1,780 hours before he resigned at his own request¹²⁶. He emigrated to Australia where he spent the rest of his life, being engaged in various occupations, from a guard to an insurance agent. He died in Canberra on 6th December, 2006¹²⁷.

Certain Polish pilots, who went on to train Pakistanis in Risalpur, previously experienced harsh deportations and condemnation in Soviet concentration camps. However, after the passing of years they also remembered humorous things from that time. One of such officers was por. Stanisław Dudek, who from August 1941 to October 1941 served in the technical personnel of the 301st Bomber Squadron. After undergoing training in the 58th OTU, from 8th September, 1943 he served as a pilot in the 308th Fighter Squadron, performing 14 combat flights. From June 1944 he was an instructor in the 41 OTU¹²⁸. From 1940 he was exiled probably in Sjurol in the Perm district (present-day Russia)¹²⁹. He told the following anecdote of that period, when he was forcibly incorporated into a communist organisation:

When the course was over, the commissar wanted to have a word with me.

Commissar: Comrade Dudek, I see that you did brilliantly during the course. Now, I would like to ask you a couple of questions. Tell me, Comrade, what would you do if you had two dachas?

¹²⁵ J. B. Cynk, *op. cit.*, pp. 481-483.

¹²⁶ A copy of Mieczysław Gorzula's Pilot's Logbook – in the collections of the author.

¹²⁷ "Skrzydła. Wiadomości ze Świata" 2006, no. 168.

¹²⁸ A register of the pilot's flights, victories and decorations in the IPMS Lot A.V.44/II/3B/10. Por. J. Płoszajski, *op. cit.*, p. 273.

¹²⁹ Ośrodek Karta. Indeks Represjonowanych, [on-line] <http://www.indeks.karta.org.pl/pl/szczegoly.jsp?id=283729>, access date: 12 November, 2010.

Dudek (answering promptly): I would keep one for myself and I would give you the other one.

Commissar: Splendid, Comrade. Now imagine that you have two cars. What would you do with those cars?

Dudek (answering promptly): I would keep one for myself and I would give the other one to the Party.

Commissar: Splendid, Comrade. And now the last, very easy question. Imagine that you have two pairs of trousers. What would you do with them?

Dudek (after a long pause) Hmm... Two pairs of trousers... Let me think...

Commissar: Well, go on, Comrade. This is not a difficult question. What are you wondering about, what seems to be the problem?

Dudek: Well, commissar, I have to think. The problem lies in the fact that I DO have two pairs of trousers¹³⁰.

After he finished his service in the RPAF kpt. Dudek worked as a civil pilot in the Pakistan International Airlines. Subsequently he settled with his wife, an Englishwoman, in Great Britain¹³¹.

Kpt. Roman Kozik was a very interesting figure. When the war broke out, he already completed the first year of a mathematical and physics-oriented *liceum* [i.e. secondary school] in Krosno. In January 1940 he left Poland and made his way to France through Hungary, to the Polish Army which was forming there. After undergoing training for recruits in Coëtquidan he was assigned to the 7th Infantry Regiment, the unit with which he made his way to Great Britain after the fall of France. On 10 October, 1940 he was transferred from the army to the air force. After doing a course for radio operators and air gunners he flew in the 305th, 300th and 301st Fighter Squadrons. On 16 August, 1943 he was shot down over France, from where he returned after six months to Great Britain. Subsequently he served as an instructor in the 13th OTU. From there he was transferred to the

¹³⁰ A/Cdre K. Ahmad, *op. cit.*, p. 70.

¹³¹ A conversation with Zofia Turowicz and Anna Ahmed conducted on 17 April, 2010.

317th Fighter Squadron to the position of an aide-de-camp. His task in Pakistan was to train radio operators¹³².

Kpt. Władysław Banach was an instructor who was remembered particularly frequently by the Pakistani veterans. During the Second World War he served first in the 317th Fighter Squadron and then he was an instructor in the 25th (P)EFTS [Polish Elementary Flying Training School]. He was engaged in providing initial training to pilots. On 21 December, 1948 he became a part of the personnel of instructors of the RPAF College in Risalpur, but then he was delegated to Lahore where he organised preliminary training of the students of aviation at the local Punjabi University¹³³. Similar institutions were established also in the remaining capitals of the provinces, e.g. in Dhaka (present-day Bangladesh) such a function was performed by por. Konrad Muchowski, the veteran of the 85th and 501st Fighter Squadron of the RAF, who participated in the Battle of Britain¹³⁴. At that time kpt. Banach was a relatively young man – he was born in 1919 and he had very “innovative” training methods. When he considered that the knowledge of the trainee was sufficient he decided that the time had come to change seats in the cockpit of the Tiger Moth training airplane. There would be nothing strange in this where it not for the fact that the change of seats occurred... in the air, during flight. After the autopilot/cruise mode was turned off the trainee and the pilot passed over the lower aerofoil and they would take their seats¹³⁵. Kpt. Banach was passionate about gliders. He set a record of the duration of the flight on a glider – he achieved this on the Olympia glider. He spent 8 hours and 30 minutes in the air. This achievement was very remarkable, for Banach did it in a flat area, whereas in Europe records were set in the mountains¹³⁶. After he left the service in the RPAF kpt. Banach worked as a pilot for the

¹³² A résumé of kpt. Roman Kozik in the IPMS Lot A.V.64/4/28.

¹³³ AVM M. Akhtar, *op. cit.*

¹³⁴ T. Lachowicz, *op. cit.*, p. 306.

¹³⁵ Kamal Ahmad's statement featured in the documentary film entitled *Polskie orły na pakistańskim niebie*.

¹³⁶ "Skrzydła. Wiadomości ze Świata" 1952, no. 50-51.

privately-owned Attock Oil Co. Ltd. He died in a plane crash on 12 December, 1964. He is buried in the Harley Street Christian cemetery in Rawalpindi¹³⁷.

A second flight instructor who died an airman's death was por. Zbigniew Kossakowski. During the Second World War he served as a technical officer in the 300th Fighter Squadron. In Risalpur he was engaged in providing training in the field of operating electronic devices. He was killed together with the entire crew of the Bristol Freighter plane on 29th January, 1959, one year short of his 36 birthday. He is buried in the Christian cemetery in Rawalpindi¹³⁸.

The training programme in Risalpur lasted two years. During this period the Polish instructors served hundreds of Pakistani students of aviation. Some of them went on to receive senior military ranks and they demonstrated their military prowess during the war with India in 1965.

A very important form of promoting aviation was training in gliding. Poland had great traditions in this field, both as far as constructing gliders as well as using them in the preliminary training programmes of future military pilots within the framework of the schools of non-commissioned officers of the air force for minors was concerned¹³⁹. The popularisation of aviation was also engaged by the Liga Obrony Powietrznej i Przeciwgazowej. Successful attempts were made to utilise these experiences also in Pakistan. The married couple of Maria Mikulska and Jan Zbigniew Mikulski applied to serve in the RPAF. Before the war Mr Mikulski was the director of the Szkoła Szybowcowa na Sokolej Górze in Krzemieniec Podolski [Gliding School in Sokola Góra]. He participated as a volunteer in the September Campaign within the framework of the activities of the 24th Reconnaissance Flight of the 2nd Group. From 1940 he

¹³⁷ S. M. Farrington, *Rawalpindi. Cemeteries and Churches – Punjab, Pakistan*, London 1996 – a copy was provided courtesy of Mrs Anna Ahmed.

¹³⁸ A/Cdre K. Ahmad, *op. cit.*, p. 73.

¹³⁹ *Historia lotnictwa*, oprac. M. Masalski, Warszawa 1995, "Przegląd Lotniczy", [on-line] <http://www.plar.pl/szyb/historia/histlotn.htm>, access date: 12 November, 2010.

served in the RAF. He piloted transport planes on the Karachi-Egypt route and was a gliding instructor of the RAF¹⁴⁰. Soon after the war, on 29th August, 1948 Mikulski along with Alfred Gżegżółka, flying on a Slingsby T.21 glider, set the record for Poland in the duration of flight in the category of two-seat gliders, achieving the duration of 15 hours and 38 minutes¹⁴¹. Maria Younga-Mikulska was a notable pre-war female Polish glider pilot. Together with Wanda Modlibowska she shared the name of the “dame of Polish gliding”. She set numerous records (including the female record in the duration of flight – 6 hours and 13 minutes – flying on a Polish SG-21 Lwów glider) and championships. She was the first woman to become a gliding instructor. In 1935 she was the only woman to have the highest D category of a glider pilot, an equivalent of the decoration with the Srebrna Odznaka Szybowcowa [A Silver Decoration in Recognition of Excellence in Gliding]. Another female glider pilot, Irena Steinbock-Horbaczewska, remembers her fellow female pilots in the following way:

Maria Younga, Wanda Modlibowska and Jadwiga Piłsudska were “avid fliers”, testimony of which is furnished by the fact that they were provided with more and more modern and better gliders. These three female aces had a great talent and they had a feel for gliding. Hence their popularity – they were frequently featured in the press – and today it should be emphasised that they were a part of the elite of the Polish glider pilots¹⁴².

Representing the Aeroklub Lwowski during the 3d Nation-Wide Gliding Competition in Ustjanowa in 1935, Mikulska set further female records (until the 1950s female records were classified

¹⁴⁰ Jan Z. Mikulski's obituary from the collections of the SPL – a copy in the author's archive.

¹⁴¹ J. B. Cynk, *op. cit.*, p. 630.

¹⁴² Wanda Modlibowska (1909-2001), oprac. L. Misiek, R. Górzeński, Poznań 2007, pp. 24-25. See also: Z. Sikorski, *Lotniczy Lwów*, “Mój Lwów”, [on-line] <http://www.lwow.com.pl/semp/lotniczy.html>, access date: 12 November, 2010.

separately): flight altitude (2,235 m) and distance (45 km)¹⁴³. Due to the post-war history the figure of Maria Younga-Mikulska and her achievements fell into almost complete oblivion.

The second Polish woman, an instructor of gliding, was Zofia Turowicz née Szczecińska. She was a pre-war pioneer of female aviation as well. In 1938, along with another notable female pilot, Stefania Wojtulanis, flying in the balloon called "Syrena", representing the Aeroklub Warszawski, they achieved the fourth place in the 10th Nation-Wide Balloon Competition, covering a distance of 189 km. Zofia Turowicz also flew RWD-8 and RWD-13 sport planes. During the September Campaign she applied as a volunteer to perform the function of a liaison pilot. She evacuated the plane of the RWD-13 Staff Flight to Romania¹⁴⁴. Together with her husband, Władysław Turowicz, she subsequently reached Great Britain, from where they emigrated to Pakistan¹⁴⁵. While there, she trained young Pakistanis from Karachi and Rawalpindi on gliders¹⁴⁶. After her career in aviation was finished she was engaged in work as a teacher of mathematics and chemistry in the Karachi American School. She lived there with her daughter and her son-in-law. She passed away on 28 February 2012¹⁴⁷.

In Pakistan gliding was promoted already among young people – within the Shaheen Scouts organisation. A two-seat Slingsby T.21 glider produced in Great Britain and the EoN Olympia, the latter an elaboration of the pre-war German Olympia Meise construction, were used to train the students of aviation¹⁴⁸. The experience and the skills of the woman-instructors came as a great surprise for the

¹⁴³ *Ibidem*.

¹⁴⁴ "lotniczapolska.pl", [on-line] <http://lotniczapolska.pl/Zofia-Szczecinska-Turowicz,219>, access date: 12 November, 2010.

¹⁴⁵ J. Ziółkowski, *Te wspaniałe kobiety...*, Toruń 2004, pp. 122-123.

¹⁴⁶ *Braveheart*, "All Voices", [on-line] <http://www.allvoices.com/contributed-news/3753848-braveheart>, access date: 12 November, 2010.

¹⁴⁷ A conversation with Zofia Turowicz and Anna Ahmed conducted on 17 April, 2010.

¹⁴⁸ "Flight and Aircraft Engineer" 1951, no. 2202/LIX.

representatives of a traditional, Muslim community. To this day they continue to be under a great impression of these women and they remember with respect the ladies who helped them during their first steps in the air¹⁴⁹.

¹⁴⁹ *Polskie orły na pakistańskim niebie.*

A PILOT OF THE GOVERNOR-GENERAL

In each country there is a unit whose purpose is to transport particularly important figures: politicians, military men, who are known in English as VVIPs (Very Very Important Person – the most important person in the country). The case of Pakistan did not and does not differ in this respect. Since the inception of this country the unit was called Governor-General's Flight and Communication Unit. Being engaged in the service of this unit was not only testimony of considerable skills of the pilot but also trust that was manifested toward him. A position of this kind was offered to a Pole, mjr Czesław Tarkowski. He was born on 15 May, 1919 in Wojciechów near Lublin. He was a graduate of the XIII Promocja Szkoły Podchorążych Lotnictwa of 1939 which he finished at 50th place¹⁵⁰. He was a veteran of the Battle of Britain as a part of the 85th and 605th British Fighter Squadron. Subsequently he served in the 315th and 307th Polish Fighter Squadron. The following remembrance of his contacts with English people during the period of the Battle of Britain, when he had to leave a plane that was shot down, is preserved:

I was flying now, looking around at the surroundings. All around there were fields, meadows, and on these meadows there were great old oaks. Despite my efforts – unfortunately – I hung on one of those oaks. Suddenly there appeared people with pitchforks, sticks, and one

¹⁵⁰ XII [XII czy XIII?] promocja Szkoły Podchorążych Lotnictwa – 1939 r., [on-line] http://www.polishairforce.pl/_promocjaxiii.html, access date: 12 November, 2010.

man who had a double-barrelled shotgun was screaming in a shrill tone: "*Hände hoch!*". – F*** off – I responded in completely correct, native English. The Sad Countenances brightened immediately. "He's one of us! – cried many voices in unison. Hands were raised in order to help me extricate from this quite uncomfortable position and we made our way in the company of now smiling people toward a great 14th-century house. Walls with oak lining, dark portraits of ancestors were looking at us carefully and a female servant in a bonnet brought me to a great living room. When they learnt that I was a Polish airman they did everything they could to help me, for I was besmeared and dirty, therefore my clothes were cleaned and I was given the opportunity to clean myself. A young woman rubbed my cracking and aching face clean... During dinner the master of the house made sure that my glass was ever filled. The drink of twenty years with which I was treated, warmed and relaxed my aching muscles; it went into my troubled, experience-filled head. Due to the shock, the alcohol and the sunny afternoon I sat in the car completely bewildered. I looked as if through a fog at the views which I was passing by in the neighbourhood. During one of my brief stops at the traffic lights I saw somebody who was brandishing a stick before my eyes was screaming: "*Schweinerei! Verfluchter Donnerwetter!*" [German swear words]. "Madame. it's one of our men, it's a Polish pilot" – explained the driver. "Oh!" the vigorous matron reached for her purse and produced two shillings. There was no time to manifest resistance, therefore I returned to my place with a silver, shiny florin¹⁵¹.

The night from 1 February to 2 February, 1945 mjr Tarkowski shot down his first Ju 88, flying as a pilot of a two-seat night fighter Mosquito NF.XXX plane¹⁵². In the RPAF he was assigned to the Headquarters and the Communication Unit of the Governor-General. In the majority of cases he flew as the pilot-commander of the crew. Among the passengers whom he transported in 1949 were such figures as Anthony Eden (at that time the vice-chairman of the opposition Conserv-

¹⁵¹ A. Zamoyski, *op. cit.*, pp. 141-142.

¹⁵² J. B. Cynk, *op. cit.*, p. 485.

ative Party, the former minister of foreign affairs and the subsequent prime minister of the United Kingdom), AVM Richard Atcherley (at that time the commander-in-chief of the RPAF), the ministers of the government of Great Britain and Khawaj Nazimuddin (from 14 September 1948 the governor-general of Pakistan – the successor of Jinnah in this position). The latter was transported by him during an official state visit to New Delhi on 4 February, 1949. One of his passengers was also Frank Porter Graham (at that time the advisor of the Ministry of Foreign Affairs of Indonesia, subsequently a US senator and... an envoy of the UN to solve the conflict for Kashmir¹⁵³. After he finished his service in this elite unit mjr Tarkowski also served for some time in the Drigh Road base, test-flying refurbished aircraft. Subsequently he worked as a civil pilot first in the Pakistani airlines known as Orient Airways and in the Indian airlines Indamer Gov. Ltd. Then he worked in a private British airlines known as Silver City Airways Ltd. and in the Nigerian African Airways Corporation¹⁵⁴. According to the anecdote which was passed among family members due to the connection with Anthony Eden, mjr Tarkowski was saved one day from being deported to Great Britain:

The police came and knocked at Tarkowski's door. "We came here to deport you from this country, for you are a stateless person. You have a right to make one phone call before we go to the Scotland Yard". Tarkowski called the then minister of foreign affairs. The next day he already had a British passport.

However, we do not know if he owed this fortunate turn of events to the acquaintance derived from "Pakistani" times or to the connections of his English wife, whose godmother was Lady Jersey, the wife of a notable British aristocrat, related with the royal family¹⁵⁵.

¹⁵³ Mjr Czesław Tarkowski's Pilot's Logbook – a copy in the collections of the author, courtesy of Matthew McCarthy, mjr Tarkowski's grandson.

¹⁵⁴ Mjr Tarkowski's obituary of 14 November, 2001.

¹⁵⁵ A conversation with mjr Tarkowski's grandson, Matthew McCarthy, conducted on 12 October, 2010.

POLISH TECHNICIANS IN PAKISTAN

The best known Polish officer in Pakistan was gen. Władysław Turowicz. He was born on 23 April, 1908 in Zubira in Russia where his father worked as an engineer during the construction of the Trans-Siberian Railway. His mother was Georgian. In 1922 the Turowicz family evacuated themselves from Bolshevik Russia to Japan and settled in the camp of the Polish Relief Committee [Polski Komitet Ratunkowy] in Osaka¹⁵⁶. A few months later they were repatriated to Poland and they settled in Warsaw, from where Stanisław Turowicz originated. Władysław graduated from the Politechnika Warszawska in the field of aeronautics. During the course of his studies he took an active interest in aviation and he participated in the activities of the Aeroklub Warszawski where he met his future wife, Zofia Szczecińska, who was mentioned earlier. His passionate endeavours were very professional in nature. On 25 June, 1939, together with Kazimierz Kamocki, he got the second place in the Nation-Wide Aviation Competition¹⁵⁷. The war broke out when Turowicz was engaged in the exercises of the reserve in southern Poland. Due to the overwhelming forces of the enemy they destroyed the aircraft and they made their way to Romania. He was found in the internment camp in Slatyn by his fiancée. They married on 11 November, 1939. Father Maksymilian Kotowski officiated at the wedding, and the witnesses were a brilliant woman pilot, Stefania "Barbara" Wojtulanis and kpt. Bilewicz. The husband received a promise from his young wife that

¹⁵⁶ J. Knopek, *op. cit.*

¹⁵⁷ "Aeroklub Warszawski. Sekcja Szybowcowa", [on-line] <http://www.szybowce.waw.pl/aw/content/view/69/29>, access date: 12 November, 2010.

she would not pilot planes during the war. She kept her promise. The couple made their way from Romania to France where Turowicz became engaged en fonction d'un technical officer in the Lyon-Bron air base¹⁵⁸. Mrs Turowicz became engaged in the rank of a *podporucznik* as a secretary in the anti-aircraft department of the Saint-Nazaire base. Turowicz was evacuated through the Pyrenees and Morocco to England. Zofia went there directly – on a fishing boat¹⁵⁹. In England Władysław Turowicz was assigned to the ATA (Air Transport Auxiliary) as a technical inspector. He was not qualified as a combat pilot due to his poor eyesight¹⁶⁰. His task was to re-base airplanes which were undergoing repairs to “frontline” airfields¹⁶¹. During his service in the Dunholme Lodge base he met many friends with whom he later served in Pakistan, *inter alios* por. Stanisław Dudek¹⁶². After the war he served briefly in the Farnborough base of the RAF. Initially he planned to emigrate with his then four-member family to Argentina, however, eventually he decided to accept an offer of employment in the RPAF¹⁶³. First he served as an instructor in the Technical Training Section (TTS) in Drigh Road¹⁶⁴. In 1952 he was promoted to the position of the commander of the Chaklala base and in 1955 – of the base in Kohat. In 1960 he was appointed the deputy of the commander of the air force in reference to technical matters (ACAS – Assistant Chief of the Air Staff (Maintenance)) and was promoted to the rank of the Air Commodore. This was the second most important position in the Pakistan Air Force. He was the first non-British person who held this position. The period during which he performed his service was very difficult for the PAF. At that

¹⁵⁸ J. Ziolkowski, *op. cit.*, p. 123.

¹⁵⁹ J. Knopek, *op. cit.*

¹⁶⁰ J. Ziolkowski, *op. cit.*, p. 125.

¹⁶¹ The archives of the IPMS. Cf. J. Płoszajski, *op. cit.*, p. 329.

¹⁶² A conversation with Zofia Turowicz and Anna Ahmed conducted on 17 April, 2010.

¹⁶³ J. Ziolkowski, *op. cit.*, p. 126.

¹⁶⁴ A conversation with Zofia Turowicz and Anna Ahmed conducted on 17 April, 2010.

time the process of transitioning to American-made jet planes was taking place. Moreover, the second war with India was taking place (1965) during which the Pakistani air force proved its combat worth.

Turowicz retired in 1967. He was appointed as the executive director in SUPARCO (Space and Upper Atmosphere Research Commission) in Karachi. He held this position until 1970. SUPARCO is an institution engaged in space and rocket technology¹⁶⁵. Therefore one could say that gen. Turowicz was not only a pioneer of Pakistani aviation but also of space research. However, he did not live to the day when the first artificial Pakistani satellite was launched in 1990. He died in Karachi on 8 January, 1980 and was buried in the local Christian cemetery. He received the highest Pakistani decorations for his service: Tamgha-e-Pakistan, Sitara-e-Pakistan and Sitara-e-Quaid-e-Azam¹⁶⁶. Today he is considered one of the national heroes of Pakistan¹⁶⁷. On 24 August, 2006, on the eve of the Dzień Wojska Polskiego [The Polish Army Day], a monument commemorating A/Cdr Władysław Turowicz was unveiled in the Museum of the PAF in Karachi¹⁶⁸.

Also other technicians and mechanics served in the Royal Pakistan Air Force. Por. Stanisław Susz, born on 5 July, 1907 in Mogiła near Kraków, who then lived in Prokocim near Kraków, during the Second World War was a technical officer in the 302nd Fighter Squadron. After completing a course in Henlow he was a technical officer first in the 131st and then in the 133rd Skrzydło Myśliwskie¹⁶⁹. In Pakistan he served in the Headquarters of the RPAF in Karachi.

¹⁶⁵ "Pakistani Space & Upper Atmosphere Research Commission", [on-line] <http://www.suparco.gov.pk/pages/history.asp>, access date: 12 November, 2010.

¹⁶⁶ "Dharkan" 2006, no. 2/3. Cf. [on-line] <http://www.karachikg.polemb.net/index.php?document=17>, access date: 12 November, 2010.

¹⁶⁷ *Braveheart*. [on-line] <http://www.allvoices.com/contributed-news/3753848-braveheart>, access date: 12 November, 2010.

¹⁶⁸ [on-line] <http://www.karachikg.polemb.net/index.php?document=93>, access date: 12 November, 2010.

¹⁶⁹ J. Płoszajski, *op. cit.*, p. 323. Cf. the personnel data in the IPMS.

Ludwik Świerzb was a soldier in the 16th Infantry Regiment of the 9th Company during the Polish-Soviet War of the years 1918-1920 – he fought in the Ukraine, and then in the Battle of Cieszyn as well as in the Battle of Wilno. Due to his distinguished service in this war he was decorated with the Cross of Valour and promoted from the rank of a private to the rank of a Leading Aircraftman. After the outbreak of the Second World War he voluntarily left his wife and five children and went to fight against the Germans. On 17 September, 1939 he crossed the boundary of Poland, but he was caught. He was placed in a concentration camp in Romania. It seems that he fled because since 5 February, 1940 until 3 April, 1940 he was on his way to Marseilles, then he went to Lyon in France where he joined General Sikorski's Polish Army. (I suppose that he made his journey on foot, for in the documents he mentioned that he had knowledge of Romania). With the Polish army he reached England and he became a member of the 304th Squadron of the Polish Air Force. There he was decorated with the Bronze Cross of Merit, for the first time as a gunsmith, with the Medal of Defence, the War Medal and (four times) with the Medal of the Air Force. He also was commended for putting out a fire in an airplane and for preventing serious damage of further airplanes. In 1944 he was further promoted to the rank of a Corporal, and in 1946 he was promoted to the rank of a Sergeant. He was released from the service in the PAC (RAF) on 11 April, 1949 along with 29 volunteers of the Polish Air Force to go to emigration in Pakistan in order to assist Pakistan in the organisation and in the provision of aviation training for the air force of Pakistan. Information courtesy of Mrs Alicja Morawiec (née Świerzb) from the USA.

CONCLUSION

Polish officers and privates played a very significant role in the initial period of the existence of the Pakistan Air Force. The Pakistani veterans appreciate the role and the significance of these people in the process of training and developing high standards of service. The respect that the Polish officers showed to their Pakistani colleagues, a thing which differed considerably from their previous experiences with British officers, was held in very high estimation. The Pakistani pilots were able to test the high standards of their training during the war with India in 1965 when they could efficiently counterbalance the overwhelming number of the air units of the enemy with their skills.

For Polish pilots service in Pakistan was an episode of varying duration but still an episode in their life of emigrants. The majority decided to move to the rich Western countries: Great Britain, Australia, Canada or the USA. As far as the majority of these people were concerned, the service in Pakistan was the last period spent in the cockpit of an airplane. In their new fatherlands they were engaged in other professions. The tragedy of this splendid generation consisted in the fact that they did not have an opportunity to utilise the combat experience their gained as well as the valuable personal contacts in the restoration of the Poland which was devastated by the war and the occupations. The tragedy of Poland consisted in the fact that this country was not allowed to receive and enlist the best of her sons for the cause of the restoration – a patriotic elite which attested their fidelity and love of their fatherland with their own blood. The talents of these people were useful to a certain extent for the newly emerging independent countries such as Pakistan.

In Poland in the years 1945-1989 one could not officially mention Poles who served in the PAF. This was due to the "grand policy" of the People's Republic of Poland as a state which belonged to the Eastern bloc, strictly collaborating with India. One exported there, among other things, TS-11 Iskra training planes. Pakistan was closely allied with the United States (the alliance was institutionalised by both bilateral agreements as well as by the membership in the SEATO - South East Asia Treaty Organisation and CENTO - Central Treaty Organization military treaties), therefore it remained on the other side of the "Iron Curtain". Disclosing the fact that the Poles were engaged in the formation of its air force would harm the official relations with New Delhi. As far as the formal aspects are concerned, the Poles who served in the RPAF were stateless persons in the majority of cases, and therefore the government in Warsaw exercised no control over them. However, the consequence of such a policy was complete passing over in silence of this interesting episode in the history of Polish aviation in our literature, both scholarly literature and opinion journalism. Unfortunately, probably none of the people who served in Pakistan left any written remembrances/accounts of this period; at least I could not trace any of them during the two years of my pursuit. This situation was not caused by the will to omit this episode in the written résumés but it was caused rather by chance: none of these airmen was notable for his or her literary talents, for none of them ever published their remembrances of the period of the Second World War. Another reason for this may be associated with the fact that none of them ever returned to Poland and life abroad did not favour the publication of memoirs, for the war stories in which Poles participated were not appealing to the Americans, the British, or the Australians. Today this generation of heroes passes to the "eternal service", therefore it is extremely difficult to obtain a "first-hand" account. Fortunately, I managed to trace two people who are the last living protagonists of my book, as well as one Pakistani protagonist, and to write down the fragments of their remembrances. As the Cold War ended and Poland accessed the structures of the Western world there appeared a fashion among people with a Polish background to conduct private historical research. This

provides an opportunity to discover materials which heretofore lay in dusty boxes cast away in attics, among the war souvenirs of the grandfathers. These documents, photographs and notes may help us to discover various interesting episodes of our history and to fill blank spots which were caused by the 50 years of communist rule in Poland. Also the change of the political and economic situation in Poland and in Europe enabled us to trace Pakistani sources. Without doubt the internet, a tool of global communication and tracing people who could have been left untraced is of great assistance.

I am aware very well that the present book does not exhaust the subject of the service of Polish airmen in the Royal Pakistan Air Force. I also know that such treatment of the subject has appeared a few decades too late because the last witnesses of these events pass away. I expended all effort that I could to collect in one place all extant source materials and to describe the content of these materials. By presenting this book to the readers I hope above all to receive help in tracing the remembrances in the form of notes, photographs or documents which are located in somebody's house or which function as a part of a family tradition.

A list of Polish airmen who served in Pakistan¹⁷⁰

Rank in the PSP	Surname and name	Rank in the RPAF	Number in the RPAF
Kpt.	Adler Wilhelm		
Kpr.	Augustynowicz Władysław		
Por.	Banach Władysław	F/Lt	857
Ppor.	Berezowski Franciszek	F/Lt	891
Por.	Cepiński-Flegel (Fontes) Wiktor		
Por.	Dudek Stanisław	F/Lt	863
Kpt.	Dobrzański Wiktor	F/Lt	830
Por.	Franczak Henryk		
Por.	Gajewski Eugeniusz Emil		
Ppor.	Gluba Alfons	F/O	854
Kpt.	Gorzula Mieczysław		
Por.	Haczkiewicz (Anderson) Tadeusz	F/O	892
Kpt.	Hedinger Przemysław	S/Ldr	859
Kpt.	Hrycak Roman		
Plut.	Jabłoński Zygmunt		

¹⁷⁰ It was possible to prepare this list owing to the collection of materials acquired from mjr Tadeusz Krzystek and Mrs. Danuta Śląwińska from the Polish Air Force Association [Stowarzyszenie Lotników Polskich] in Great Britain, AVM M. Akhtar, a retired officer of the PAF, and the list which is accessible at the Consulate General of the Republic of Poland in Karachi, as well as the list of the air force officers who received Pakistani visas, which is located in the National Archives in Kew. The Polish ranks reflect the status in the year 1947.

Rank in the PSP	Surname and name	Rank in the RPAF	Number in the RPAF
Ppor.	Jędrzyszek Antoni Zbigniew	S/Ldr	828
Kpt.	Kaczmarek Bolesław	F/Lt	836
Plut.	Karol Witold		
St.sierż.	Kłos Piotr		
Sierż.pchor.	Kułagin Michał		
Sierż.	Kondrat Antoni		
Por.	Kossakowski Zbigniew Jerzy	F/Lt	829
Por.	Kozak Kazimierz Gabriel		
Ppor.	Kozik Roman	F/Lt	826
Plut.	Krupowicz Konstanty		
Ppor.	Kudliński Henryk		
Kpr.	Kurowski Stanisław		
Chor.	Leis Kazimierz		
Kpr.	Bełzak (Maczulski) Stefan		
Por.	Maksymowicz Mieczysław Jan		
Ppor.	Malinowski Bronisław		
Sierż.	Michałak (Mathhews) Marian	S/Ldr	898
Ppor.	Mikulski Jan Zbigniew		
Por.	Miller Stanisław		
Por.	Muchowski Konrad Antoni		
Por.	Muszyński Mieczysław Jan	F/Lt	839
St.majst.	Pianko Bronisław		
Kpt.	Polek Antoni		

Rank in the PSP	Surname and name	Rank in the RPAF	Number in the RPAF
Sierż	Południak Tadeusz Alojzy		
Por.	Sienkiewicz Karol Tadeusz	F/Lt	890
Ppor.	Siwik Czesław	F/O	841
Por.	Sokół-Szahin Bohdan Longin	F/O	640
Por.	Susz Stanisław Karol	F/Lt	855
Kpt.	Szajdzicki Adam Emil		
Kpt.	Tarkowski Czesław		
Por.	Tronczyński Stefan	F/O	841
Kpt.	Turowicz Władysław	A/Cdre	888
Kpr.	Wodziński Tadeusz		
Mjr	Wolański Mieczysław Bronisław	F/Lt	839
Kpr.	Zapaśnik Czesław		
Kpt.	Zator Eugeniusz		
Por.	Żuromski Julian Kazimierz	S/Ldr	835

The planes which were piloted by Poles in the RPAF

Bristol 164 Brigand

The first prototypes of this aircraft were produced in 1946. They were supposed to replace a solid but obsolete Beaufighter model as a torpedo plane for the Coastal Command. The first serially produced batch of aircraft was supposed to be furnished to the line service in 1946, but at that time it turned out that due to the end of the war these planes were no longer required. Therefore they returned to the factory so that they could be remodelled to suit the requirements set by the RAF to a light bomber for missions in Burma and in Malaya. A total of 147 specimens of this aircraft were produced. 16 were remodelled as unarmed meteorological aircraft. The Bristol Aeroplane Company attempted to sell a part of their production to Pakistan. One plane crashed in Iraq on the way to Karachi. The second one, as it turned out, required to be overhauled after it reached the recipient, which made the Pakistani party withdraw from the agreement. The remaining British Brigands served as training planes for the operation of the radar, for the model turned out to be completely useless as a light bomber plane.

Technical specifications:

A three-seat light bomber plane.

Engine:

2 x 1842 kW Bristol Centaurus 57

Performance:

Maximum speed – 576 km/h, cruise speed – 501 km/h, altitude – 7,925 m, range – 4,506 km with spare fuel tanks.

Dimensions:

Mass – 11.611 kg, take-off weight – 17 690 kg, wingspan – 22.05 m, length – 14.15 m, height – 5.33 m, wing area – 66.7 m²¹⁷¹.

¹⁷¹ D. Mondey, *The Hamlyn Concise Guide to British Aircraft of World War II*, New York 2006, pp. 69-70.

Bristol 170 Freighter/Wayfarer

The plane was designed as a light transport plane which was supposed to transport cargo in the form of lorries *et alia*, on short distances, with the intention of being used in Burma. It was not until December 1945 when the first prototype took to the air, therefore it was too late for it to be used in practice. However, a decision was made to begin serial production. Two versions were produced: a transport version (Freighter) with doors to the cargo hold in the fore part of the fuselage and a passenger version (Wayfarer) with classical entrances in the side parts of the fuselage. A total of 214 specimens of both versions were built, including a number of pieces which featured an extended fuselage for the Silver Star line. The RPAF used their Freighters in 1961 in an unusual mission: the plane was used as an "agricultural" plane to spray the farmlands of the Punjab during the locust plague.

Technical specifications:

Transport aircraft.

Crew: 3; passengers: 44-56.

Engine:

2 x Bristol Hercules 734, power: 1,455 kW.

Performance:

Maximum speed: 360 km/h; cruise speed: 254 km/h; service ceiling: 7,000; range: 3,800 km.

Dimensions:

Mass: 12,415 kg; take-off weight – 19,967 kg; wing span: 32,9 m; length: 20.8 m; height: 8.6 m, wing area: 138.1 m²¹⁷².

¹⁷² Bristol 170 Freighter/Wayfarer 1945, "All the World's Rotorcraft", [online] <http://www.aviastar.org/air/england/bristol-170.php>, access date: 12 November, 2010; Bristol Type 170. Freighter, Wayfarer and Superfreighter Versions, "Gloucestershire Transport History", [on-line] http://glostransporthistory.visit-gloucestershire.co.uk/JetAgeRMC_Bristol170.htm, access date: 12 November, 2010.

De Havilland DH 82 Tiger Moth

This was the basic training aircraft of the Commonwealth states. The model was designed on the basis of a very popular civil aircraft. The first specimens began to reach training units in 1931. During the Second World War the Tiger Moths which were used in the Coastal Command were applied as... a psychological weapon against German submarines. The premise was that the loud engine of the aircraft would cause a panic among the crew of a U-Boot and force it to descend to a greater depth, thus precluding an attack. However, the basic role of these aircraft was to facilitate the training of pilots within the EFTS. The Polish pilots managed to acquire a good knowledge about these planes at the beginning of their service in Great Britain.

Technical specifications:

A two-seat basic training aircraft.

Engine:

De Haviland Gipsy Major; power: 97 kW.

Performance:

Maximum speed: 175 km/h; cruise speed: 93 km/h; service ceiling: 4,145 m; range: 486 km.

Dimension:

Mass: 506 kg; take-off weight: 803 kg; wingspan: 8.94 m; length: 7.29 m; height: 2.68 m; wing area: 22.2 m²¹⁷³.

Douglas C-47/DC-3 Dakota

The American C-47 transport aircraft was designed by the Douglas Company on the basis of the DC-3 aircraft that was used in civil airlines. It entered the service in the USAAF in August 1933. The aircraft that reached British India were usually the ones marked in the RAF as Dakota IV, with an increased power of the engine that the service ceiling of the aircraft increased to 5,300 m, which was

¹⁷³ D. Mondey, *The Hamlyn Concise Guide...*, pp. 72-73.

necessary to perform flights in the Himalayas and Karakoram. This was a plane of a very simple construction which could be easily adapted to the performance of various transport-related tasks, including the transport of parachute jumpers. Versions adapted to towing transport gliders were also produced. In Pakistan, similarly as in the case of the beginnings of the Second World War in the USA, also civil aircraft which were owned by private airlines were adapted to military purposes. After the military activities were over, a part of these aircraft returned to their owners and these aircraft were also piloted by Polish pilots.

Technical specifications:

Transport aircraft.

Engine:

2 x Pratt & Whitney R-1830-93 Twin Wasp. Power: 671 kW at the altitude of 5,305 m.

Performance:

Maximum speed: 368 km/h at the altitude of 2,285 m; cruise speed: 298 km/h at the altitude of 3050 m; service ceiling: 7,070 m; range: 2,414 km.

Dimensions:

Mass: 7,698 kg; take-off weight: 11, 793 kg; wingspan: 28.96 m; length: 19.57 m; height: 5.16 m; wing area: 91.69 m²¹⁷⁴.

Handley Page Halifax

The Halifax four-engine long-range bomber was commissioned to be designed by Handley Page in 1936. The problems caused by the engines delayed the first flight of the prototype until 25 October, 1939. The preparation of serial production was underway almost in a parallel manner and on 11 October, 1949 the first serially-produced Halifax Mk.I with Rolls-Royce Merlin X (1,280 KM) engines

¹⁷⁴ Idem, *The Concise Guide to American Aircraft of World War II*, Portland, Oregon 1994, pp. 114-119.

took to the air. The defence weapons were located in the fore turret, aft turret and at the sides of the fuselage. The Halifax Mk.II with Merlin XX (1,390 KM) engines, test-flown in July 1941, had an additional dorsal turret, but the side machine guns were removed. Since the production of Mk.II the nose of the fuselage which held only one machine gun was extended and the dorsal turret was modified to a lower one, with four machine guns. The shape of the vertical tail surfaces was also modified. The Halifax Mk.III, test-flown in July 1943, was furnished with a H2S radar whose antenna was placed in the fairing under the fuselage. The aircraft could bomb targets without ground visibility. Halifax Mk.V had a modified under-carriage and was built mainly in the GRV version for the Coastal Command. Halifax Mk.VI with Bristol Hercules 100 (1800 KM) radial engines had a greater bomb capacity (6,600 kg). The first flight was conducted on 10 October, 1944. The marine Gr.VI version of the aircraft was used until 1952. The A.III, A.V, A.VII and A.IX versions were adapted to transport soldiers of paratrooper units and to tow assault gliders. The C.III, C.VI and C.VII versions were used for transport purposes. Under its fuselage the Halifax C.VIII had a special cargo container that could hold up to 3,628 and a cabin for 11 passengers¹⁷⁵.

Technical specifications:

A seven-seat long-range heavy bomber.

Engine:

4 x Bristol Hercules XVI radial engines; power: 1,204 kW.

Performance:

Maximum speed: 454 km/h; cruise speed: 346 km/h; service ceiling: 7,315 m; range: 1,658 km.

Dimensions:

Mass: 17,345 kg; take-off weight: 29,489 kg; wing span: 31.75 m; length: 21.36 m; height: 6.32 m; wing area: 118,45 m².

¹⁷⁵ Handley Page Halifax, "Samoloty drugiej wojny światowej", [on-line] <http://samoloty.webd.pl/angielskie/halifax.htm>, access date: 12 November, 2010.

Armament:

One 7.7 mm machine gun in the nose turret and 8 x 7.7 mm machine gun in the remaining firing positions. Maximum bomb capacity: 5,897 kg¹⁷⁶.

Hawker (Sea) Fury

The aircraft was originally designed as a smaller version of the Hawker Tempest. In April 1944 the Hawker manufacturing company received an order to construct 200 aircraft for the RAF and 200 aircraft for the Royal Navy (RN). The RAF cancelled its order, the RN reduced its order to 100 units. In February 1945 Hawker began work on the adaptation of these aircraft to station on aircraft carriers (a brake hook and the possibility of folding wings were introduced). It was only this version that was put to service in Great Britain. The land version was purchased by Canada and Australia as well as Iraq, India and Pakistan. For Pakistan also a two-seat training version was developed.

Technical specifications:

A one-seat fighter-bomber plane.

Engine:

A Bristol Centaurus 18 radial engine; power: 1,849 kW.

Performance:

Maximum speed: 740 km/h; service ceiling: 10,916 km; range: 1,127 km.

Dimensions:

Mass: 4,191 kg; take-off mass: 5,670 kg; wingspan: 11.7 m; length: 10.57 m; height: 4.84 m; wing area: 26.01 m.

Armament:

4 x 20mm cannons mounted on wings; the possibility of mounting 27 kg of rockets or two 454-kg bombs on cantilevers below the wings¹⁷⁷.

¹⁷⁶ D. Mondey, *The Hamlyn Concise Guide...*, pp. 127-131.

¹⁷⁷ *Ibidem*, pp. 165-166; Hawker Fury/Sea Fury 1944, "All the World's Rotorcraft",

Hawker Tempest II

In 1940 Hawker received an order to improve the performance of the Typhoon aircraft. The point was especially about increasing the service ceiling. This was achieved by modifying the shape and the thickness of the wings. Consequently it was necessary to find a new place for the fuel container. In order to service this ambition the fuselage of the aircraft was extended so that the container could be placed between the engine compartment and the cockpit. In 1943 a version of this plane was developed with a Bristol Centaurus XII radial engine by utilising the experience acquired in German Focke Wulf 190 aircraft. The serial version was fitted with Centaurus V engines. Pakistan used a total of 80 Tempest II aircraft. The last unit was recalled from the line in 1954¹⁷⁸.

Technical specifications:

A one-seat fighter-bomber aircraft.

Engine:

A Centaurus V radial engine; power: 1,855 kW.

Performance:

Maximum speed: 700 km/h; service ceiling: 11,150; range: 1,180.

Dimensions:

Wing span: 12.5 m; length: 10.26 m, height: 4,90 m; wing area: 28.06 m²¹⁷⁹.

[on-line] http://www.aviastar.org/air/england/hawker_seafury.php, access date: 12 November, 2010.

¹⁷⁸ "The Hawker Tempest Page", [on-line] <http://www.hawkertempest.se/index.htm>, access date: 12 November, 2010.

¹⁷⁹ D. Mondey, *The Hamlyn Concise Guide...*, pp. 161-164; "The Hawker Tempest Page", [on-line] <http://www.hawkertempest.se/index.htm>, access date: 12 November, 2010.

North American T-6 Harvard

It is considered one of the most commonly used training aircraft of all time. The prototype was test-flown in 1936. The first batch of aircraft for Great Britain was purchased in 1938. Initially these aircraft reached the SFTS, mainly in South Rhodesia, Canada and India.

Technical specifications:

A two seat advanced-training aircraft

Engine:

A 410-kW Pratt & Whitney R-1340-AN-1 Wasp.

Performance

Maximum speed: 330 km/h; cruise speed: 274 km/h; service ceiling: 6,555 m; range: 1,207 km.

Dimensions:

Mass: 1,886 kg; take-off weight: 2,404 kg; wing span: 12.8 m; length: 8.99; height: 3.58 m; wing area 23 m².

Armament:

Two 7.62 machine guns: one mounted at the front, the other one in the aft cabin. There was a possibility of mounting additional weapons on cantilevers below the wings¹⁸⁰.

Gliders:

EON Olympia

The model was designed by Elliott Aviation on the basis of the German Olympia Meise design that was accepted for use during the summer Olympic Games that were supposed to take place in 1940. However, the British design was built from other materials and was greater than the original design. A number of world records were set with this glider.

¹⁸⁰ D. Mondey, *The Concise Guide...*, pp. 206-208.

Technical specifications:

Mass: 195 kg; take-off weight: 304 kg; wingspan: 15 m; length: 7.27 m; wing area: 15 m².

Performance:

Maximum speed: 208 km/h¹⁸¹.

Slingsby T-3

This design was based on Alexander Lippisch's SG-38 Zöglings German design from the 1920s. The design was very simple and it was quite frequently copied in many countries of the world. It reached Pakistan through Great Britain and thence it went to the USA. It was used to provide basic training to the aviation cadets.

Technical specifications:

Mass – 82 kg; take-off weight: 173 kg; wingspan: 10.35 m; length: 5.44 m; wing area: 15.06 m²¹⁸².

Slingsby T-21

The basic two-seat glider that was used to train aviation cadets in the RAF until the 1980s. The design was based on the German Grunau Baby design (the original German design was a smaller, one-seat model). The glider was developed in N. Slingsby's manufacturing plant in 1944. In the RAF the glider was referred to as TX-1 Sedbergh.

¹⁸¹ *The Meise Olympia*, "Scale Soaring UK", [on-line] <http://www.scalesoaring.co.uk/VINTAGE/Documentation/Olympia/Olympia.html>, access date: 12 November, 2010; Olympia II, „Scale Soaring UK” <http://www.scalesoaring.co.uk/RCSD/pdfs/Olympia/Pages%20from%20RCSD-2009-05.pdf>, access date: 12 November, 2010.

¹⁸² Slingsby, "Sail Plane Directory", [on-line] <http://www.sailplanedirectory.com/slingsb.htm>, access date: 12 November, 2010; Dagling T. 3 Slingsby, "Sail Plane Directory" <http://www.sailplanedirectory.com/PlaneDetails.cfm?planeID=75>, access date: 12 November, 2010.

It was relatively commonly used in British aero clubs. A peculiar feature of this plane was that the members of its crew sat next to each other. The design was made of wood. The first models had no lining of the cabin. This feature was introduced only later. Due to its peculiar shape the glider was referred to by its users as "the Barge", and due to its flight properties it was referred to as "the Brick".

Technical specification:

Mass: 268 kg; take-off weight: 478 kg; wingspan: 16.46 m; length: 8.16 m; wing area: 24.15 m².

Performance:

Maximum speed: 168 km/h¹⁸³.

¹⁸³ "Lasham Gliding Society", [on-line] <http://www.lasham.org.uk/news/articles/T21/t21.asp>, access date: 12 November, 2010; *Slingsby*, [on-line] <http://www.sailplanedirectory.com/slingsb.htm>, access date: 12 November, 2010.

A table of the ranks in the RAF/RPAF and their equivalents in the Polish Air Force (Polskie Siły Powietrzne)¹⁸⁴

English		Polish	
Air Chief Marshal	ACM	gen. br.	general broni
Air Vice Marshal	AVM	gen. bryg.	general brygady
Air Commodore	A/Cdre	the rank of a general – no equivalent	
Group Captain	G/Cpt	płk	pulkownik
Wing Commander	W/Cdr	ppłk	podpułkownik
Squadron Leader	S/Ldr	mjr	major
Flight Lieutenant	F/Lt	kpt.	kapitan
Flying Officer	F/O	por.	porucznik
Pilot Officer	P/O	ppor.	podporucznik
Warrant Officer	W/O	chor.	chorąży
Flight Sergeant	F/Sgt	st. sierż.	starszy sierżant
Sergeant	Sgt	sierż.	sierżant
Corporal	Cpl	plut	plutonowy
Leading Aircraftman	LAC	kpr.	kapral
Aircraftman 1	AC1	st. szer.	starszy szeregowy
Aircraftman 2	AC2	szer.	szeregowy

¹⁸⁴ According to T. Krzystek, *op. cit.*

English abbreviations¹⁸⁵

ACTC – Aircrew Training Center
ADU – Aircraft Delivery Unit
AFS – Advanced Flying School
AFU – Advanced Flying Unit
ANS – Air Navigation School
AOC – Air Officer Commanding
AOS – Air Observers School
ATA – Air Transport Auxiliary
CENTO – Central Treaty Organization
CO – Commanding Officer
EFTS – Elementary Flying Training School
FIS – Flying Instructors School
FTS – Flying Training School
GTF – Grading and Testing Flight
HQ – Headquarters
IT Squadron – Intermediate Training Squadron
MU – Maintenance Unit
NWFP – North Western Frontier Province – a province in Pakistan, currently known as Khyber Pakhtunkhwa
OTU – Operational Training Unit
PAF – Pakistan Air Force
PRC – Polish Resettlement Corps
PRU – Photographic Reconnaissance Unit
RAF – Royal Air Force
RIAF – Royal Indian Air Force
RIS – Repair and Inspection Section
RN – Royal Navy
RPAF – Royal Pakistan Air Force

¹⁸⁵ Information provided on the basis of the text by W. Matusiak in J. B. Cynk, *op. cit.*, pp. XIX-XXI.

RSU – Repair and Salvage Unit

SEATO – South East Asia Treaty Organization

SFTS – Service Flying Training School

SUPARCO – Space and Upper Atmosphere Research Commission

USAAF – US Army Air Force – the name of the Air Force of the USA
during the Second World War

VIP – Very Important Person

VVIP – Very Very Important Person

Polish abbreviations

DB – Dywizjon Bombowy [Bomber Squadron]

PKRP – Polski Korpus Przysposobienia i Rozmieszczenia [Polish Resettlement Corps]

PSP – Polskie Siły Powietrzne (na Zachodzie) [Polish Air Force (in the West)]

PSZ – Polskie Siły Zbrojne (na Zachodzie) [Polish Air Force (in the West)]

PZA – Polski Związek Alpinizmu [Polish Mountaineering Association]

SPL – Stowarzyszenie Polskich Lotników (na Zachodzie) [Polish Airmen's Association (in the West)]

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۲۰۱۱ میں جب „Polskie Orły nad Himalajami“ (پولش ایگلز ہمالیہ کے پرے) کے عنوان سے اس کتاب کا پہلا ایڈیشن شائع کیا گیا، کتاب کے ہیرو کے خاندانوں کے نمائندوں نے - اور کئی پاکستانیوں نے بھی - مجھ سے رابطہ کیا۔ انہوں نے پوچھا کہ کتاب انگریزی میں دستیاب ہو۔ میرا اس کا ترجمہ کرنے کا ارادہ کافی طویل عرصے سے تھا اور آخر میں ہے ممکن ہوا۔ ابھی پڑھنے والوں کے سامنے ہے کتاب کا نظر ثانی شدہ انگریزی ایڈیشن، جس میں ان پولستانی یہودیوں کی تاریخ ہے، جنہوں نے پاک فضائیہ (پاکستان ایئر فورس) کے تخلیق میں مدد کی۔

دوسری جنگ عظیم کے اختتام کے بعد پولستانی افسران اور ہوا بازی کے تکنیکی ماہرین کا مقدر، جس کا اس کتاب کے صفحات میں مزید بیان کیا گیا، ایک طرف سے ایسے لوگوں کی تاریخ کا کافی عام مثال ہے، جو سیاسی وجوہات کی بنا پر اپنے وطن میں یا تو لوٹ نہیں سکتے تھے یا پھر لوٹنا نہیں چاہتے تھے۔ پر دوسری طرف سے، ان لوگوں کا مقدر بہت منفرد ہے، کیونکہ جلاوطنی میں رہنے کا فیصلہ کئے ہوئے سینکڑوں پولستانی فوجیوں میں سے صرف چند لوگ اپنا فوجی پیشہ جاری کرنے میں کامیاب ہوئے۔

دوسروں کو زیادہ تر پوری زندگی کے لئے جسمانی طور پر کام کرنے کی مجبوری تھی۔ ان میں جنرل بہت معروف فوجی بھی تھے، مثلا جنرل Stanisław Maczek، اور ہالینڈ کو آزاد کرتی پہلی آرمڈ ڈویژن کے کمانڈر۔ جو لوگ اپنے ملک میں لوٹئے، جہاں اس وقت کمیونیسٹ حکومت کرتے تھے، ان میں سے بہت جیل میں رکھئے گئے یا ان کو سزاۓ موت ملی، غداری اور جاسوسی کے الزامات پر۔ ایسا اس لئے ہوتا تھا کہ وارشاو میں واقع حکومت ہر کسی کو، جو مغرب میں اتحادی فوجوں میں کام کرتا تھا، ایک مسلح تصادم کی صورت میں ایک ممکنہ خطرہ سمجھتی تھی۔ حکومت کو بھی ڈر تھا کہ پولش نوجوان نسل پر، جو یالٹا میں عائد کی ہوئی حکومت کے خلاف تھے، جنگ کے ہیرووں کا بڑا اثر ہو سکے۔

ستمبر ۱۹۳۹ میں دفاع کی جنگ میں ہار سے پولش لوگوں کی آزادی کے لئے جنگ ختم نہیں ہوئی۔ پہلے فرانس میں اور بعد میں انگلینڈ میں پولستانی مسلح افواج نو کیا گیا (دوبارہ بنایا گیا)، جو فعل طور پر اتحادی افواج کی جنگی کارروائیوں میں شامل ہوتے تھے۔ پولستانی ایئر فورس ایک اہم اتحادی تھا اور جس میں اس کی عظمت کر وقت ۱۵ ڈویژن تھی: ^۸ لڑاکہ طیارے ڈویژن، ^۴ بیمار طیارے ڈویژن، ^۱ لڑاکا-ٹوہی طیارے ڈویژن، ^۱ آرٹلری طیارے ڈویژن اور ^۱ تعاون ڈویژن۔ تربیتی مرکز

بھی موجود تھے۔ پولستانی ایئر میں بھی ب्रطانوی ڈویژنوں میں کام کرتے تھے۔ لڑاکا ڈوٹن ۳۰۳ نے بہت سے جمن طیاروں کو گرایا۔ بمبار ڈویژن جرمنی کے تزویری (اسٹریٹجک) مقاصد پر تھادی افواج کے فضائی حملوں میں حصہ لیتے تھے اور پولینڈ اور دیگر ممالک میں تحریک مزاحمت کی حمایت کی چیزیں اور مزید لوگوں کی فراہمی کرتے ہوئے۔ پولستانی پائلٹ امریکہ میں تیار کئے طیارے ب्रطانیہ پہنچاتے تھے۔ پولستانی ایئر فورس میں کام کرتے ہوئے لوگوں کا جنگ کرنے کا اچھا تجربہ تھا اور اور رائل ایئر فورس میں شامل ہوتے ہوئے سازوں سامان اور ب्रطانوی قواعد و ضوابط جانتے تھے اور کافی اچھی انگریزی جانتے تھے۔

بلاشبہ یہ ایک فائدہ تھا... لیکن کمیونسٹ حکومت، جو دوسری جنگ عظیم کے بعد پولینڈ پر عائد کی گئی، اسے فائدہ نہیں سمجھتی تھی۔ حکومت کے لئے ایسے تجربہ کار لوگ خطرناک تھے۔ لیکن بن رسے پاکستانی ہوابازی کے لئے وہ بہت اہم ہوئے۔ اور وہیں بھرتی ہوئے۔ جنہوں نے پاکستان میں معاہدے پر دستخط کرنے کا فیصلہ کیا، ان میں افسران تھے اور لڑائی میں تجربہ کار سپاہی بھی تھے (برطانیہ کی لڑائی کے سابق فوجیوں، جرمنی پر ہوائی حملوں میں حصہ لینے والے، اعلیٰ ترین پولستانی سجاوٹ Virtuti Militari (ویرتوتی میلیٹاری) حاصل کئے ہوئے، ب्रطانوی اور اتحادی تنخوا حاصل کئے ہوئے)۔ ان میں نوجوان ہوابازی اکیڈمیوں کے گرجیویٹس (فارغ التحصیل) بھی تھے، جن کو اب تک دشمن سے لڑنے کا موقع نہیں ملا، لیکن جنگ کے بعد کہیں واپس جانہیں سکتے اور ہواباز کے پیشے میں کام کرنے کی تلاش میں تھے۔ پاکستان میں ہواباز کام کرتے تھے (پائلٹ، ریڈیو اپریشنر، بمبارڈر، ایم گر انجر والا، گنر وغیرہ) اور زمین پر کام کرتے ہوئے عمل ہی۔ تعلیم یافتہ تکنیکی ماہرین اور پتھیاروں کے ماہرین۔ یہ رائل پاکستان ائیر فورس کے تخلیق کے ابتدائی مرحلے میں بہت اہم تھا، کیون کہ انگریزوں کے پاکستان چھوڑنے کے بعد ہوابازی میں کم ملازم تھے۔ مقامی جانشینیوں کی تربیت کرنے تک۔

پولستانی افسران اور سپاہی، جنہوں نے مغرب میں جلاوطنی میں رہنے کا فیصلہ کیا، اکثر یقین کرتے تھے کہ یالٹا کے بعد بن رہا نظام مستعمر کم نہیں ہے اور ورسائی کے نظام کی طرف اگلے، تیسرا عالمی جنگ کے دوران ختم ہو جائے گا۔ اس لئے وہ اپنے تجربے اور فوجی صلاحیت برقرار رکھنے کی کوشش کرتے تھے۔ یورپ میں یہ بہت مشکل تھا اس وجہ سے وہ ایشیائی اور افریقی ممالک میں فوجی کام کرنے کا فیصلہ کرتے تھے۔ لندن میں دوسری پولستانی جمہوریہ کی ریاستی ڈھانچے بھی تھے؛ بین الاقوامی منظوری کے بتدریج واپسی کے باوجود ۱۹۹۰ کی شروعت تک صدر، حکومت اور پارلیمنٹ کا کام کرتا ہوا قومی کونسل وہاں کام کرتے تھے۔ اس کتاب میں بیان کی ہوئے مدت میں یعنی سال ۱۹۴۵ تک لندن میں رہتے پولستانی تارکین

وطن ان افسران اور سپاہیوں کے لئے، جو بیرون ملک میں رہتے تھے اور آزاد پولستان کے لئے کبھی لڑنا چاہتے، رابطہ کا ذرائع بنے۔ لیکن تاریخ الگ راستے پر چلی گئی ہے۔ ان میں سے زیادہ تر لوگوں کو اپنی زندگی جلاوطنی میں گزرنا پڑا، برطانیہ، امریکہ، کینیڈا، آسٹریلیا اور جنوبی افریقہ کے معاشرے کے اہم حصہ بن کر۔ کچھ ۱۹۵۶ کے بعد کمیونسٹ پولستانی میں واپس جاتے تھے جب کمیونسٹ حکومت کم ظالماںہ ہو رہی تھی، سلطنت سیاست سے دور۔

پاکستان میں برطانوی سے زیادہ تر ملازم کی واپسی کے بعد بنی خلا بنی اور پولستانی ہوا بازی کے ماہرین نے اسے بھر دئی۔ حاصل کئے گئے بیانوں سے اندازہ لگایا جا سکتا ہے کہ وہ بہت دوستانہ تھے اور لوگ ان کو بہت پسند کرتے تھے۔ وہ نوآبادکاری جیسے نہیں تھے جو اپنے کو مقامی آبادی سے بہتر سمجھتے تھے۔ یہ تاریخی تجربے سے نکل سکتا تھا: تقریباً ۱۲۵ سال کے لئے پولستانی علاقہ جمنی، آسٹریا (بعد میں آسٹرو ہنگری) اور روس کے قبضے میں رہا۔ غیر ملکی تسلط اکثر پاکستانیوں کے نوآبادکاریوں سے تجربے سے الگ نہیں ہے۔ ریاست کی تعمیر نو کی مدت سے تجربہ بھی اس طرح تھا۔ دونوں کو - پولینڈ کو ۱۹۱۸ میں اور پاکستان کو ۱۹۴۷ میں - وسائل کی ایک بہت محدود رقم کے مسئلہ کا سامنا کرنا پڑا جو پرانے اعلیٰ سے چھاڑے گئے، اور ان سے ایک نئی ریاست قائم کرنے کے لئے اوزار بنانا پڑا۔ یہ بہت اہم تھا کیونکہ دونوں ملکوں کی سرحدیں دشمن ممالک سے تھیں۔ دونوں ملک جدید ریاست پیدا ہونے کے دوران پہمایہ ملکوں سے لڑتے تھے: ۱۹۲۰ میں پولینڈ بالشویک روس سے اور ۱۹۴۸ میں پاکستان پنڈوستان سے۔ دونوں مثالوں میں وہ تخلیق متک کا اہم حصہ بن گئے ہیں۔ پولستانی و پاکستانی افسران کے اقدار اور خیال ملتے جلتے ہے اور یہ مسلح افواج کے معیاری جملہ میں دیکھا جا سکتا ہے: ”خذدا، عزت، ملک“ (پولینڈ) اور ایمان، اتحاد، نظم (پاکستان)۔ یہ بھی بیان کردہ واقعات میں شرکاء کی یادوں میں دیکھا جا سکتا ہے۔ یقینی طور پر اس خوبصورت اور خطرناک کام کرنے کے لئے جذبہ بھی دیکھا جا سکتا ہے، یہ خاص یکجہتی جو پوری دنیا میں سب ہوا بازوں کو جوڑتی ہے، ان کی قومیت یا مذہب سے قطع نظر۔ پڑھنے والے کو بھی یاد ہونا چاہئے کہ سردد جنگ کی وجہ سے کتاب میں بیان کئے واقعات کے بارے میں نہ پولینڈ میں اور نہ مغرب میں زیادہ عالم نہیں ہوتا تھا۔ آپنی پردمے کے دوسری طرف پر واقع ملک کی فوج میں پولستانی ایئرمین کی خدمت کے لئے کمیونسٹ پروپیگنڈہ کے جدلیات میں جگہ نہیں تھی۔ صحافی اتنا پیتراشیک (Anna Pietraszek) نے پہلی اس خاموشی کی دیوار کو توڑ دیا ایک دستاویزی فلم، "Polskie Orlęta na pakistańskim niebie" (پولستانی عقاب پاکستانی آسمان پر) بنाकر، جس میں پولستانی انسٹرکٹروں کے پاکستانی طبلاء نے

بات کی - آج ریطائز سینٹر افسران۔ اسی کتاب کا پہلا پولش ایڈیشن اس موضوع پر ایک پہلی کتاب تھی۔ اور پاکستان میں ہوا بازی کی ابتداء کے بارے میں کوئی ایسی کتاب مشکل سے ملنے جس میں پولستانی انسٹرکٹروں کا یا جنرل ولادیسلاو تورووچ (Władysław Turowicz) کا ذکر نہ ہو۔

بہت سالوں کے لئے آباؤ اجداد کی جنگ کی کہانیاں بھلائی گئی تھی، اس کتاب کے ہیرروں کے خاندانوں سے ہی۔ پولینڈ آپنی پردے کی دوسری طرف پر تھا۔ والدین اکثر بچوں کو اپنی تاریخ نہیں بتاتے تھے کیون کہ وہ چاہتے تھے کہ بھی جن معاشروں میں بڑے ہوئے، ان میں انسانی سے ختم ہو جائیں۔ دوسری جنگ عظیم کے سابق فوجیوں کی نسل دم دیتی ہے اس وجہ سے یہ ان دنوں کی کہانیاں حاصل کرنا بہت مشکل ہو جاتا ہے، خاص طور پر خدمت کی اتنی خاص جگہ سے، جتنی پولش لوگوں کے لئے ہے پاکستان۔ اس طرح اس کتاب کے انگریزی ایڈیشن کا مقصد ہے پڑھنے والوں کو یہ کہانی - یہ تاریخ پیش کرنا۔ خاص ایسے پڑھنے والے کو، جس کے خاندان کی فوٹو الہم میں پولستانی وردى پہنچے دادا کی کوئی فوٹو ہے۔

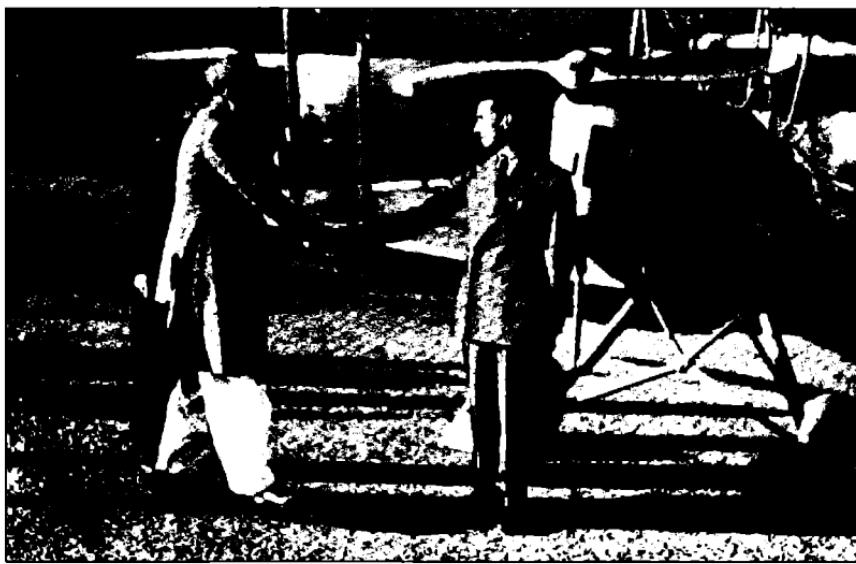
ترجمہ: کمیلا یُنیک لُبیوسکا



1. The pilots of the 5th Fighter-Bomber Squadron



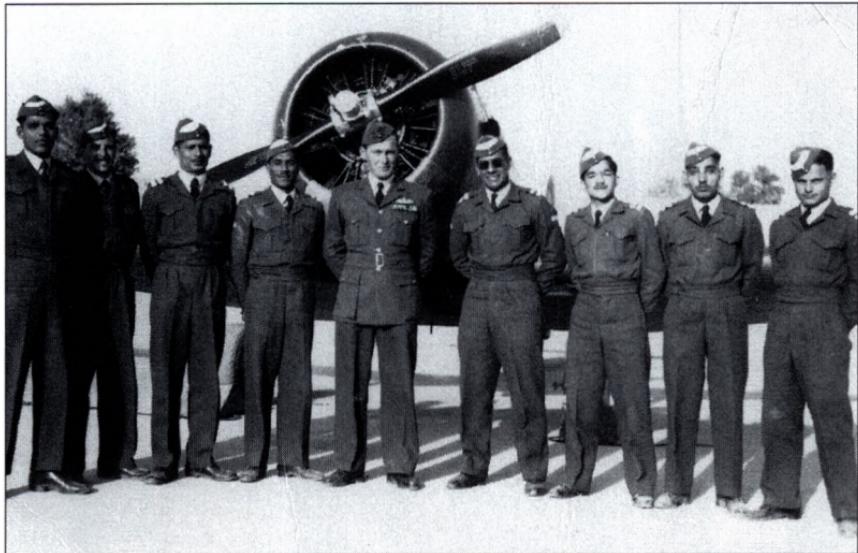
2. The Supreme Command of the Air Force – A/Cdre W. Turowicz
is the first person from the right in the first row from below



3. F/Lt Władysław Banach with the governor of Punjab,
with a Tiger Moth airplane in the background



4. A/Cdre Władysław Turowicz



5. F/Lt Mieczysław Gorzula and his Pakistani students,
with a Harvard airplane in the background



6. Mjr W. Dobrzański's tombstone in Raciborowice near Kraków



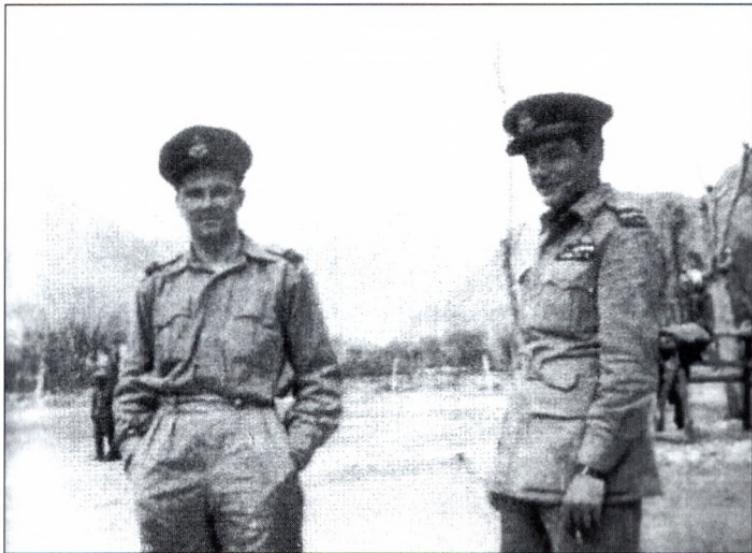
7. F/Lt Kaczmarek and his Pakistani associates in Risalpur



8. F/Lt Zbigniew Kossakowski – a photograph from the personal files in IPMS, London



9. Mjr Kazimierz Kozak – a photograph from 1946



10. S/Lt Henryk Kudliński and S/Lt Henryk Franczak
in the uniforms of the RPAF



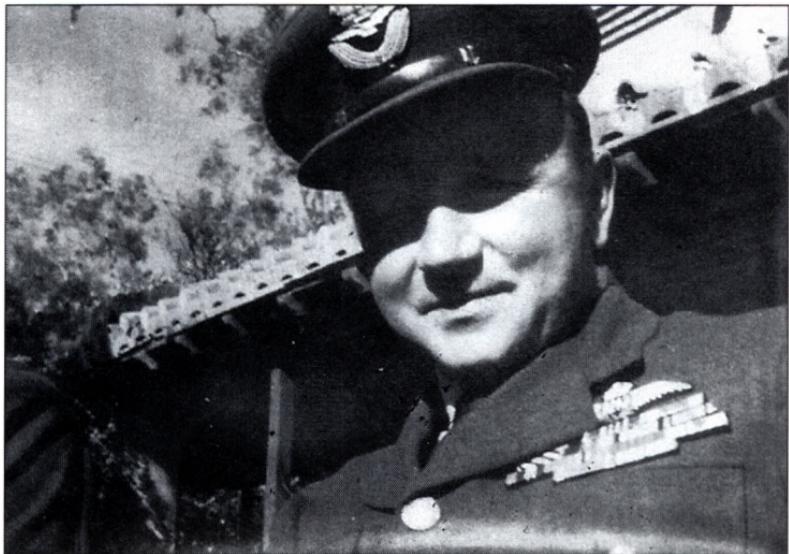
11. S/Lt Henryk Kudliński, with a Jeep in the background



12. The PAF Masroor base, A Cdre W. Turowicz is the first person sitting from the right



13. Risalpur. The following people are standing in the first row from the top:
the 7th person from the right – F/Lt M. Gorzula,
the 9th person from the right – F/Lt B. Kaczmarek



14. F/Lt Bolesław Kaczmarek

NO. 9 SQUADRON R.P.A.F.
R.P.A.F. STATION PESHAWAR.

PESHAWAR. 20th Sept. 1949.

TO WHOM IT MAY CONCERN.

CERTIFICATE OF EFFICIENCY.

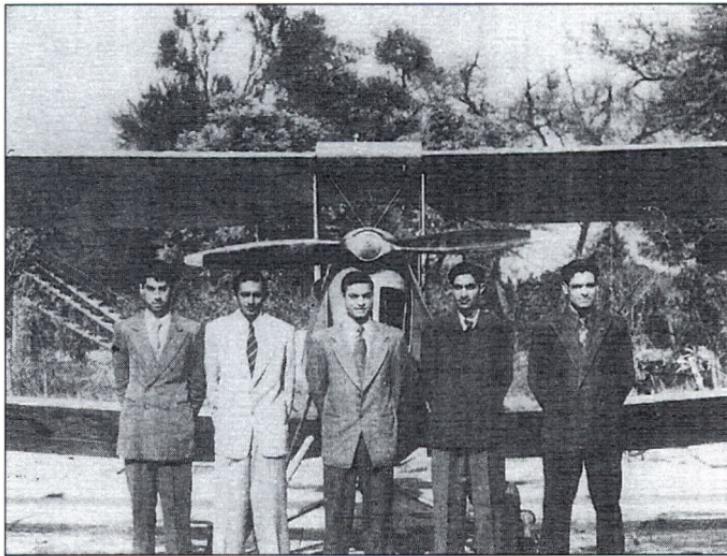
This is to certify that FLG.OFF.K.KOZAK PAK/838
was employed as a pilot in No.9 Squadron R.P.A.F., and was very
proficient as a pilot on all types flown within this unit.

J. A. Zuromski
Squadron Leader,
Officer Commanding,
No. 9 Royal Pakistan Air Force Squadron.

15. An opinion about F/Lt Kazimierz Kozak signed by S/Ldr Julian Żuromski



16. A badge of a pilot of the Royal Pakistan Air Force
(from the Author's collection)



17. F/Lt Władysław Banach (the second person from the right)



18. The wreck of the Tempest II airplane
in which F/Lt Bolesław Kaczmarek was killed



19. A Hawker Tempest II airplane in flight



20. Władysław Turowicz (the first person from the left) - a photograph from the period of his service in the ATA



21. Mjr Mieczysław Wołński – a photograph from the personal files in the IMPS, London



22. Mjr Julian Żuromski – a photograph from the Kronika 308 DM in the collections of the IPMS, London



23. F/Lt Stefan Tronczyński (the 4th person from the left)



24. F/Lt Roman Hrycak and F/O Henryk Franczak

Year 1949		AIRCRAFT		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
Month	Date	Type	No.			Totals Brought Forward
February	1	Tiger Moth	518	self		Air test
-	1	Auster	E 617	--		Maunipur - back
-	2	Jakota IV	C 401	SL Beg	Flo Winchiff	Maunipur - Shahjeh
-	2	- - -	C 401	- - -		Shahjeh - Shahbal
-	5	- - -	C 401	- - -		Shahbal - Bahrain
-	6	- - -	C 401	- - -		Bahrain - Shahbal
-	6	- - -	C 401	- - -		Shahbal - Maunipur
-	9	Tiger Moth	518	self		Retest
-	9	- - -	518	- - -		Retest
-	10	Jakota IV	H 706	- - -	Flo Koromishi	Air test + Maunipur
-	11	Jakota IV	H 706	self	VIP	Flo Jakota - India
-	11	- - -	- - -	- - -	VIP	Flo Gobha
-	12	- - -	- - -	- - -	VIP	Flo Gen. + 22 pass
-	13	- - -	- - -	- - -	VIP	Crew + 22 pass
-	13	- - -	- - -	- - -	VIP	- - -
-	15	Harvard	B 332	- - -	Gol. Tarkowski	Air test
-	16	Jakota IV	C 400	- - -	Flo HAYOK	To Quetta
-	16	- - -	C 400	- - -	Flo Captain Sajid J - DIN VIP	From Quetta
-	17	- - -	- - -	- - -	A.V.M. Acherly VIP	To Peshawar (Chakla & Ropal)
-	19	- - -	C 403	- - -	+ Crew	Peshawar - D K G R Q.
-	22	Harvard	B 331	- - -	- - -	Retest -
-	24	Wayfarer	C 775	Flo Ellison	Self	Local demo
-	25	- - -	- - -	Flo Shah	Self	Peshawar
-	26	- - -	- - -	- - -	- - -	To Quetta
-	26	- - -	- - -	- - -	- - -	To Maunipur
GRAND TOTAL [Cols. (1) to (10)]						Totals Carried Forward
20 86 M 05 Mins.						

25. A page from Capt. C. Tarkowski's Pilot's Log Book with the scheduled flight from AVM Acherly on board

ROYAL PAKISTAN AIR FORCE.

SERIAL
NO:-

PASSENGER LIST.

NO. OF PAGES
ON THIS LIST:-

FOR OFFLOADING AT... *Mauritius*.....

NO. OF THIS
PAGE:-

Aircraft.	From.	To.	Flight No.	Date & Place of Departure
Wayfarer	Lahore	14-pmar		26.3.49. Lahore (Waltam)

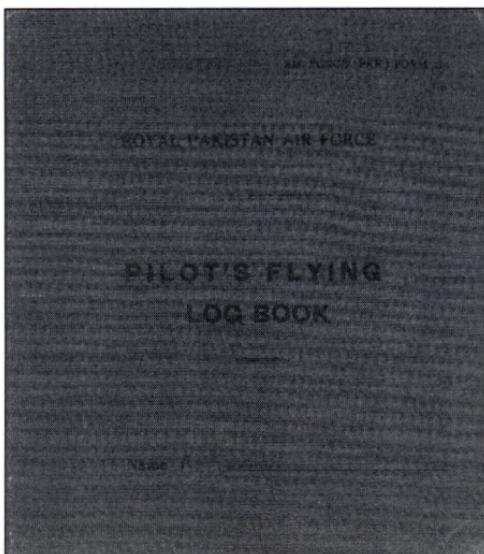
CREW.

Crew Status.	Rank , Name , Initials.	Number	Religion.
Pilot	F/L Tarkowski C.	PAK P33	R/c
Nav.	F/O Cepinski V		
Wop.	F/O Faraj-U-Din		M
Loc.	<i>Anthony Eden</i>		

PASSENGERS.

Rank , Name , Initials.	No.	Rel.	Nat.	Baggage Pos.	Pers. Wt.	Total Wt.
Mr. Anthony Eden						
Cdr Nobre MP						
Sgt. A. MICKIEWICZ J.F.C.						
F/L R.L. FORRESTER						
Mr. P. MOHAN						
F/O A. SHIRWANY						
W/Cdr Q. HUSAIN						
Gholam Ali Shah						
Parmanis						
Sgt Robert H. Clinics						
Lady J. H. Clinics						
Hilda Lloyd						
Salamazar Khan						
J. Brist						
<u>TOTAL.</u>						
Prepared By:- Station ::	Captain's Sig. <i>C. Tarkowski</i> Date <i>26.3.49</i> 1949					

26. The list of passengers of the C-47 piloted by F/Lt C. Tarkowski,
with A. Eden on board



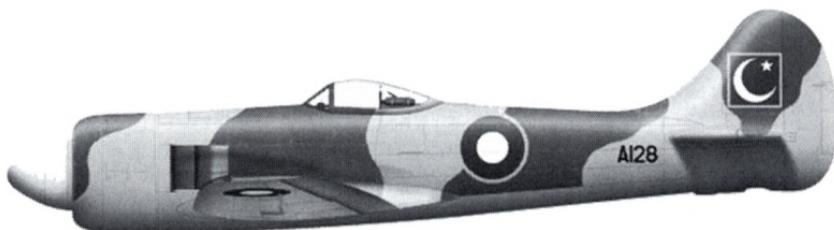
27. A cover of F/Lt K. Kozak's Pilot's Log Book

Year 1949	Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Multi-Engine Aircraft				M Day (5) Dual Pilot (6) Post (7)
	Type	No.				Day (1) Pilot (2)	Night (3) Dual (4)	Day (5) Dual (6) Post (7)		
July	—	—	—	—	— Total Brought Forward					
1	Terrafast	9131	344		Formation flying	15940	85870			
4	"	9131	344		Army - CO 100		115			
6	"	9131	344		Aerobatics		120			
7	"	9131	344		Low orientation		120			
7	"	9131	344		Lighter 200 hrs		125			
8	"	9131	344		Army - CO 100		125			
8	"	9131	344		Army - CO 100		135			
9	"	9131	344		Formation		135			
9	"	9131	344		Formation		140			
11	"	9131	344		Battle formation		140			
12	"	9131	344		Normal combat to 1100		140			
13	"	9131	344		Formation + X - 1000		145			
14	"	9131	344		Instrument flying		150			
16	"	9131	344		Battle flying + break		150			
18	"	9131	344		Poss. Max		160			
19	"	9141	344		Scout & gunnery		160			
20	"	9131	344		Scout + battle formations		160			
26	"	9132	344		914 test		160			
27	"	9131	344		Flight formation		160			
OPM (Total) 1010 hrs 15' Min.				to (10) Totals Carried Forward						
1010				(1) (2) (3) (4) (5) (6) (7)						
1010				15940 85870						
1010				15940 85870						
A.P. (1) 414										

28. A page from F/Lt K. Kozak's Pilot Log Book containing the register of combat missions conducted on the Pakistani-Afghani borderlands in July 1949



29. Kpt. H. Franczak's epitaph in the columbarium
in the Powązki Wojskowe cemetery

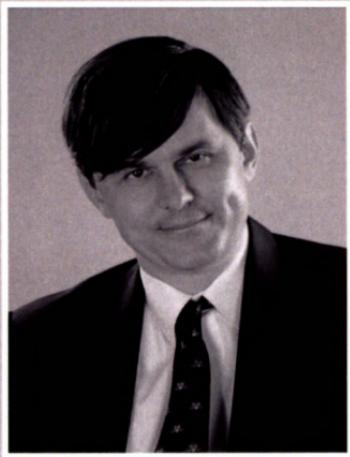


30. The Tempest II in Pakistani illustrations.

Source: http://www.cbrnp.com/profiles/quarter2/hawker_tempest2.htm –
The website features the e-mail address of the author of the drawing



31. Sgt. Ludwik Świerzb
(a photograph from the collections of Mrs Alicja Morawiec)



ABOUT

Born 15.01.1975;

Associate Professor Jagiellonian University - 2013;

MA Jagiellonian University (Faculty of Law and Administration) - 2000;

PhD Jagiellonian University (Faculty of International and Political Studies) - 2004;

Visiting Researcher-Institute of Strategic Studies, Islamabad/Pakistan - 2003;

Academic Hospitality School of Oriental and African Studies (SOAS) London - 2009;

Member of Editorial Advisory Board of "Central Asia Journal of Area Study Centre-Peshavar University";

Member of Royal Society for Asian Studies - 2004;

Member of: Royal Society for Asian Affairs (2013), Polish Society of International Relations (2013)

European Association for South Asian Studies (2014), Polish Geopolitical Society (2016).

THEY POLISHED THE ROYAL
PAKISTAN AIR FORCE



9 788376 387819